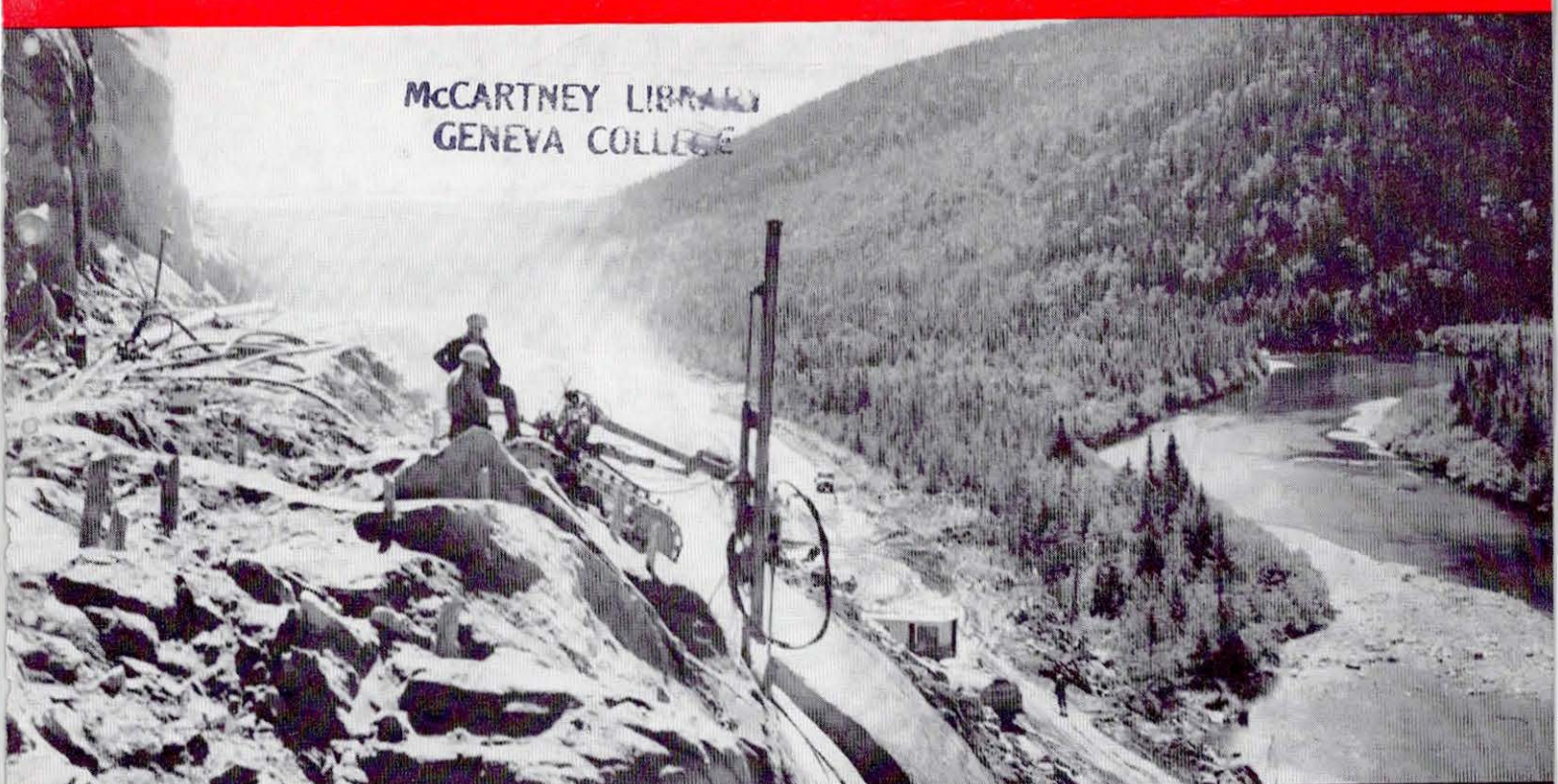
Now—R F & P Inspects Cars Faster... p. 27

April 11, 1960

RAILWAY AGE *weekly*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Blasting a route into Canada's ore country... p. 18

Quebec's New Railroad

...Progress report on 191-mile line

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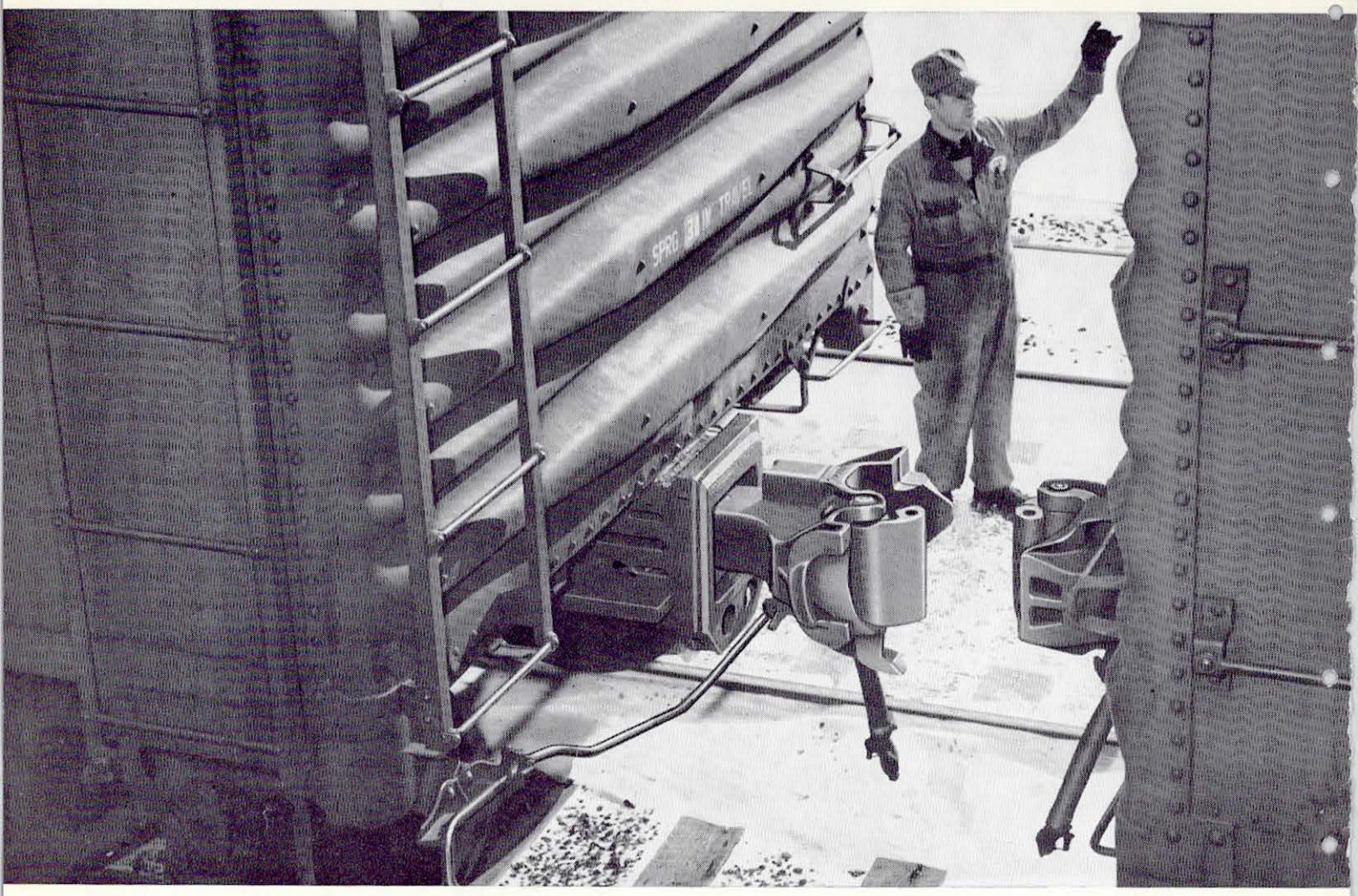

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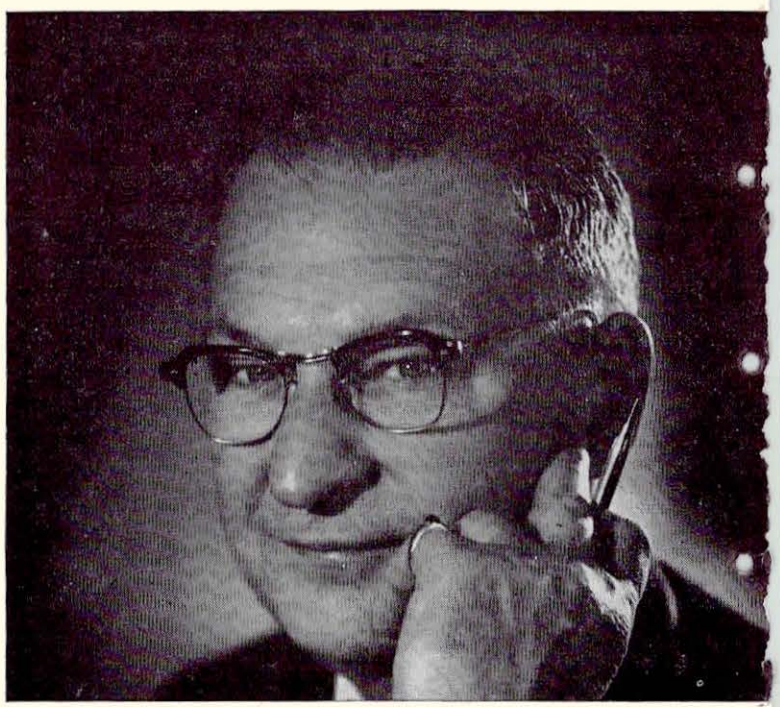

Portrait by Editta Sherman

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RAILWAY AGE *weekly* April 11, 1960 • Vol. 148, No. 15

Week at a Glance

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Railway Age, established in 1856, is indexed by the Business Periodicals Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.

Published weekly by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn. Second-class postage paid at the Post Office at Orange, Conn. James G. Lyne, chairman of the board; Arthur J. McGinnis, president and treasurer; Duane C. Salisbury, executive vice-president; George Dusenbury, vice-president and editorial and promotion director; Robert G. Lewis, Joe W. Kizzia, M. H. Dick, M. J. Figa, R. C. Van Ness, vice-presidents.

BLE wage arbitration begins ..... p. 9

Carriers' contention is that engineers, demanding wage increases totaling $45,000,000 a year, are already overpaid.

Cover Story—Quebec's new railroad p.18

The Quebec Cartier runs from the St. Lawrence River northward into Canada's rich ore country. It should be ready to start operations late this year.

New look for track supervisors p.25

The Delaware & Hudson has just acquired five low-cost track inspection cars. The cars—Volkswagen Gandy Wagons—are expected to provide track supervisors with good mobility, both by highway and rail.

Cover Story—RF&P inspects cars faster p.27

Yard delays have been cut at least 65% by car inspection techniques developed at the road's Richmond, Va., yard. The basic tool is a specially equipped track car which operates through the yard on an assigned track.

The Action Page: Progress—it's up to individuals p.42

There is a great deal of vigorous individual initiative in the railroad industry. Furthermore, opportunities offered by the industry for exercising managerial talent may be at an all-time peak. This is all to the good, because most industrial progress stems from courageous and forceful action by managements of individual companies.

Purchase of the Minneapolis & St. Louis . . .

by Chicago & North Western was approved by directors of the two roads in Chicago last Thursday. Subject to stockholders' and ICC approval, C&NW will acquire all property, equipment and other assets of the 1,400-mile M&StL for $20,929,920. North Western Chairman Ben W. Heineman said the consolidation means that "states, communities and shippers that both companies serve will obtain the benefits of greater efficiency and service . . ." M&StL President A. W. Schroeder noted that M&StL, in an effort to expand, had made an unsuccessful bid for the TP&W (whose ownership passed last week to the Pennsylvania and the Santa Fe). M&StL and Milwaukee conducted exploratory merger talks about a year ago.

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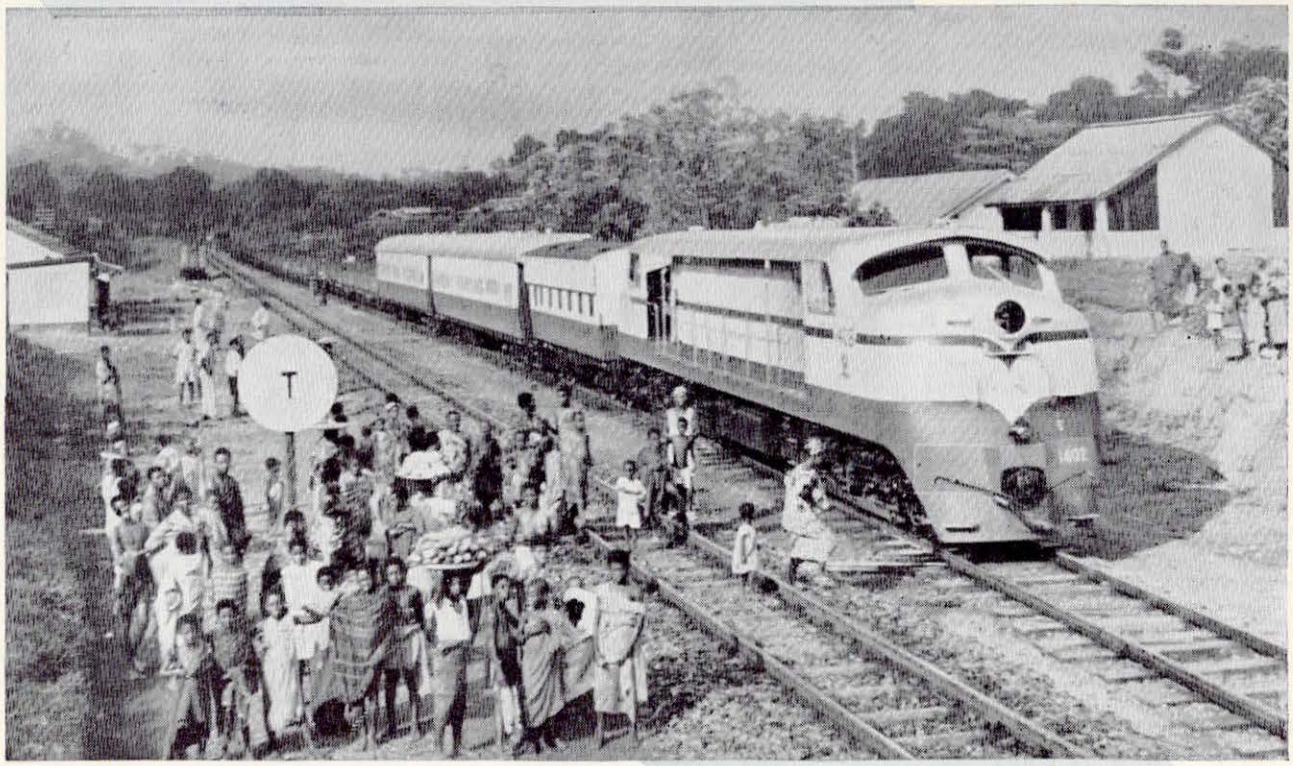

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with superstructure specially designed
for tropical climates

Of the 591 miles of rail routes in Ghana the most important is the one linking the Port of Takoradi with the rich cocoa and timber producing hinterland.

The 18 HENSCHEL-GM Diesel Electric Locomotives form the nucleus of Ghana Railway's motive power, hauling heavy freight trains on this geographically difficult but vital line.

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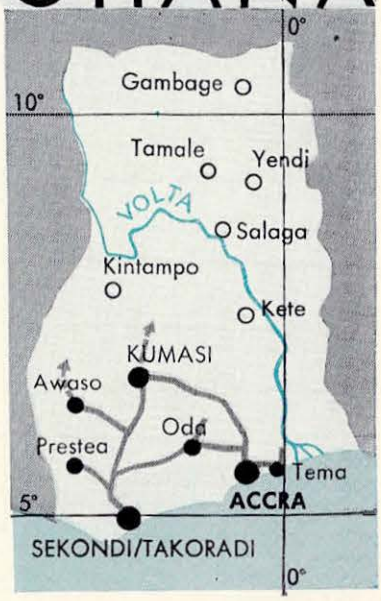

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Week at a Glance CONT.

Current Statistics

1 mo., 1960	$789,265,270
1 mo., 1959	784,161,653
Operating expenses	
1 mo., 1960	633,867,856
1 mo., 1959	644,544,329
Taxes	
1 mo., 1960	84,362,913
1 mo., 1959	78,905,591
Net railway operating income	
1 mo., 1960	43,566,271
1 mo., 1959	36,093,881
Net income estimated	
1 mo., 1960	30,000,000
1 mo., 1959	21,000,000
Average price railroad stocks	
Apr. 5, 1960 ...	94.25
Apr. 7, 1959 ...	108.90
Carloadings, revenue freight	
12 wks., 1960 ..	6,979,565
12 wks., 1959 ..	6,967,161
Freight cars on order	
March 1, 1960 ..	46,323
March 1, 1959 ..	28,789
Freight cars delivered	
2 mos., 1960 ...	7,900
2 mos., 1959	4,426

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Change of address should reach us three weeks in advance of next issue date. Send old address with new, enclosing, if possible, your address label. Post Office will not forward copies unless you provide extra postage.

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Short and Significant

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thus extending membership in North American Car's specialized car pool from coast to coast (other members: SP, RI, D&RGW, M&StL). North American will supplement its conventional TOFC equipment pool with Flexi-Van for NYC system use.

Another guaranteed rate . . .

has been filed with the ICC. It's proposed by the Frisco for shipments of naval stores from Pensacola, Fla., to Chicago. The tariff, published with an April 15 effective date, has been protested by truckers. It proposes to offer a rate cut of about 4 cents per 100 lb (carload minimum 50,000 lb) to shippers of naval stores who agree to give Frisco 90% of their Pensacola-Chicago traffic.

Expenditure of $1,430,144,000 . . .

was made by Class I railroads for fuel, materials, and supplies, excluding equipment, in 1959, according to the AAR. This was an increase of $199,527,000, or 16.2%, over 1958.

Survey of ICC operations . . .

is under way. It's being made by the management consulting firm of Booz, Allen and Hamilton, and it will include a review of the organization, management policies and practices of the Commission. The objective is "to promote improved organization and operations," the Commission says.

Spring thaws brought flooding . . .

to many parts of the Midwest over the last two weeks, with the railroads taking their share of damage. UP was hardest hit (by the Platte River) but almost all midwestern lines reported scattered track damage. Trains of both UP and RI were rerouted via Burlington in Nebraska—and, as usual, the railroads kept running.

Study of subsidies . . .

is proposed in a Senate resolution sponsored by Senator Lausche of Ohio. While it would cover federal aid to all industries, the senator indicated that he was prompted to introduce it by proposals to subsidize commutation services of the railroads which have been "for years" without subsidies. He thinks a "grave problem" is involved because "too many segments of the economy" have been saying they can't continue in business without government aid. The inquiry would be made by a 12-man committee of senators, including three from the Interstate Commerce Committee.

• One of Southern Pacific's new 95-ton triple-covered hopper cars used to transport soy beans, wheat, rice, hydraulic lime, bauxite, cement, phosphate rock and sulphur.

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BLE Wage Arbitration Begins

► **The Story at a Glance: A six-man panel last week heard opening statements in the arbitration proceedings designed to break the wage deadlock between railroads and the brotherhoods.**

The arbitration hearings in Chicago will produce an award binding on the railroads and one union—the BLE. But the proceedings, by implication and tradition, go far beyond one case. They may well set the pattern for wage settlement with all other crafts.

Management, labor, government and the public kept a wary eye on Chicago last week as railroads and the BLE faced each other before six men who will rule, in 40 days more or less, how the Engineers' wage case will be settled.

The panel: Two carrier representatives, two union men and the key "neutrals," Prof. Archibald Cox of Harvard and Prof. Richard A. Lester of Princeton. The principal issues: The BLE's demand for a 12% wage increase vs the carriers' demand for a 15-cent-per-hour pay reduction.

The opening salvos from carrier and union counsel covered little common ground.

At the outset, the carriers—through Counsel Howard Neitzert—emphasized the inability of the industry to absorb higher wage costs. Mr. Neitzert called the BLE's 12% demand "inequitable, unjustifiable and dangerous to the solvency of a large segment of an industry already beset with obsolete work rules, excessive regulation and subsidized competition."

Increases demanded by the Engineers, he said, would cost major railroads $45,262,000 per year. Similar adjustments for other employees would bring the total bill to about $655,000,000—"well above the total net income of all affected railroads in either 1958 or 1959."

Moreover, the carriers are contending that because of the price the industry paid in 1956 for three years of relative peace, "no class or craft of railroad employees is now entitled to any wage increase . . . All classes and crafts of railroad employees are either well paid or overpaid and all have been and are unjustly enriched by existing rates of pay. But some are more overpaid than others . . . Among the classes of employees who are most grossly and ridiculously overpaid are passenger engineers, through freight engineers, all classes of firemen and all classes and crafts of passenger and through freight train service employees. There is nothing that can be said that could justify the exorbitant cost of the services of these various groups of employees, and it seems inconceivable that this wage movement should be brought to a conclusion without some reductions in their rates of pay."

BLE Counsel Harold D. McLaughlin declared, however, that engineers' basic daily wage rates "have not kept pace with the increases in wage rates of comparable workers in other industries—either in money or in real wages." Mr. McLaughlin said the union's case will compare engineers' wages to those in other industry and "this will fully demonstrate that the wage increase requested of 12% is necessary to restore engineers to an equitable position with employees in these other industries."

Indications are that both the carriers and the brotherhood will dig deeply into the matter of comparative wages

Engineer Laney: Maverick—Or Realist?

J. C. Laney, a young (37) L&N locomotive engineer with a penchant for treading on sensitive union toes, was in trouble again last week. Grand Chief Engineer Guy Brown ordered him either to resign as local chairman of Birmingham (Ala.) Division No. 156, Brotherhood of Locomotive Engineers—or face the consequences. The consequences could be a trial by his union peers (and possible expulsion), or summary dismissal from his office by the Grand Chief.

Engineer Laney's latest offense? Disturbed by "that earthquake" that hit Canadian firemen, he tried to negotiate a local agreement on the L&N insuring lifetime jobs for the existing 200 engineers and firemen in Division 156.

In the soft-spoken Alabaman's own words: "We had to face the fact that the BLF&E already has agreed that firemen are unnecessary in all except passenger service. That battle has been lost. So we elected not to stick our heads in the sand . . ."

Briefly, the Laney plan followed the Canadian pattern for eliminating firemen from road freight and yard diesels by attrition rather than by wholesale layoffs. It also provided that employees discharged during the attrition period would have to be replaced—"so that there would be no profit to the company in discharging a man, as is the case in Canada." Attrition, presumably, would be only by death or retirement.

Last Oct. 20, Division 156 instructed Mr. Laney to submit the proposal to L&N management and to Lodge 937 of the BLF&E (whose concurrence was necessary). The firemen didn't reply and on Nov. 20 Mr. Laney withdrew the proposal at the request of Chief Engineer Brown. But word of the L&N engineer's efforts to resolve at least one "featherbedding" issue on the local level leaked to the press. When questioned, Mr. Laney stuck by his guns. By last week he was hot copy from coast to coast—and a deepening thorn in the brotherhood's flesh. The "either, or" ultimatum followed.

What kind of man is Engineer Laney? A labor spokesman, recalling that Mr. Laney had also been an outspoken critic of compulsory unionism, called him a "publicity seeker" who "doesn't speak for the rank and file."

But a fellow L&N railroader offered another view: "He is a most unusual man. I don't think he knows what it is to be afraid."

Last week, the embattled Division 156 received 10 new applications for membership—the most it's had in a single week in anybody's memory.

and wage rates—and the alleged inequities that each side contends have developed.

Mr. Neitzert pointed out that during the past six years, more than $1,600,000,000 has been added to the current annual labor expense of Class I roads by national agreements and federal statutes—and other substantial increases have sprung from local and system agreements.

He charged that industry generally has seen no comparable increase "and there cannot be the slightest question but that recent adjustments in the rates of pay of railroad employees have disturbed traditional and equitable relationships between their earnings and those of workers in other industries—and that it would require a reduction of at least 15 to 20 cents per hour in the rates of pay of railroad employees . . . to restore such traditional and equitable relationships."

Mr. McLaughlin stood in direct opposition. BLE wage adjustments, he said, "have lagged behind those in outside industry and are inadequate . . . Basic daily wage rates of locomotive engineers are below rates now being paid to men doing less hazardous work, work requiring less skill and responsibility in other industries." He said the Engineers claim "only their equitable participation alongside other industrial workers in the general advance in real wages and, so measured, the wage rate increase of 12% . . . is no more than adequate."

Wages are the main issue before the board—but both sides quickly raised the issue of work rules as related to the pay dispute. Mr. Neitzert's position: Archaic, inequitable and obsolete rules plus technological advances have "unjustly enriched all road operating employees" and "until appropriate relief is obtained, the effect of these rules should not be overlooked in determining what, if any, adjustments should be made in the rates of pay of railroad operating employees." Mr. McLaughlin's stand: The wage case "can be extremely complicated by the injection of extraneous issues. Particularly the rules issues involved in other pending national disputes are extraneous and foreign to the issues being arbitrated here."

Hearings were scheduled for only two days last week. However, starting April 11, the arbitrators will go on a four-day week basis. Sessions are scheduled for April 11-14 and 18-21, May 2-5 and 9-12.

Grand Chief Guy L. Brown was the brotherhood's first witness, as the union began presenting its case. Principal supporting witness, however, is expected to be Eli Oliver, economic adviser to the brotherhood. Indications are that the BLE will also call four engineers—representing four classes of service and three regions—to introduce data on specific duties, wages, hours of service.

Chief Brown pointed out that "engineers have not had an increase in their basic rates of pay since Nov. 1, 1958. Since that time many employees in other industries have received wage increases. I do not believe that a majority of the railroad managements or the American public want or expect

(Continued on page 38)

Watching Washington *with Walter Taft*

• **PHILADELPHIA** will keep the Baltimore basis of rates on imported iron ore if the ICC takes the advice of Examiner John A. Russell. As to New York, however, the examiner has recommended that it be left with the differentially higher rates it now has.

TRAFFIC AT STAKE is iron ore moving from the ports to the Wheeling, Youngstown and Steubenville steel-producing areas. In the past three years it has amounted to something like 8,000,000 tons annually, pretty evenly divided between Baltimore and Philadelphia. Before Philadelphia won parity, its tonnage was but little more than one-third of Baltimore's. New York gets hardly any of the business—only 3,485 tons in 1958 and 210 tons in 1959's first quarter.

THE PARITY BASIS for Philadelphia (which formerly had rates 20 cents per ton above Baltimore's) was ordered by the Commission in 1954 to halt a threatened rate war. Two years later it extended the parity basis to New York.

THEN CAME APPEALS to the courts. They sent the case back to the Commission for the reconsideration out of which came the present proposed report. Meanwhile, the courts permitted continuance of the Baltimore-Philadelphia parity but enjoined operation of the Commission-approved tariffs which extended it to New York. It's these tariffs which Examiner Russell would have the Commission condemn. He doesn't think the parity rates would be sufficiently compensatory for movements out of New York.

• **SLOW RAILROADING FOR LUMBER** must be provided for in tariffs on file with the ICC. The U.S. Supreme Court has upheld this Commission position, rejecting Union Pacific contentions that it need not publish its plans for handling so-called roller lumber traffic. The plans are designed to delay carload shipments of lumber at the request of shippers whose marketing arrangements are thereby facilitated.

THE HIGH COURT issued only a brief decision which affirmed a lower-court ruling. It took occasion, however, to point up the lower court's finding that additional operational problems and costs are involved in the "roller" plan. And it subscribed specifically to the lower-court view that the delayed service constitutes the furnishing of additional privileges and facilities.

AT ICC there is already a case involving delayed-service tariffs of several roads. It's I&S No. 7050, and the tariffs provide for holding lumber shipments for 15 days free of demurrage at several points in Western Trunk Line Territory. The Commission condemned the tariffs last August, but they remain in effect because it has subsequently reopened the case for reconsideration.

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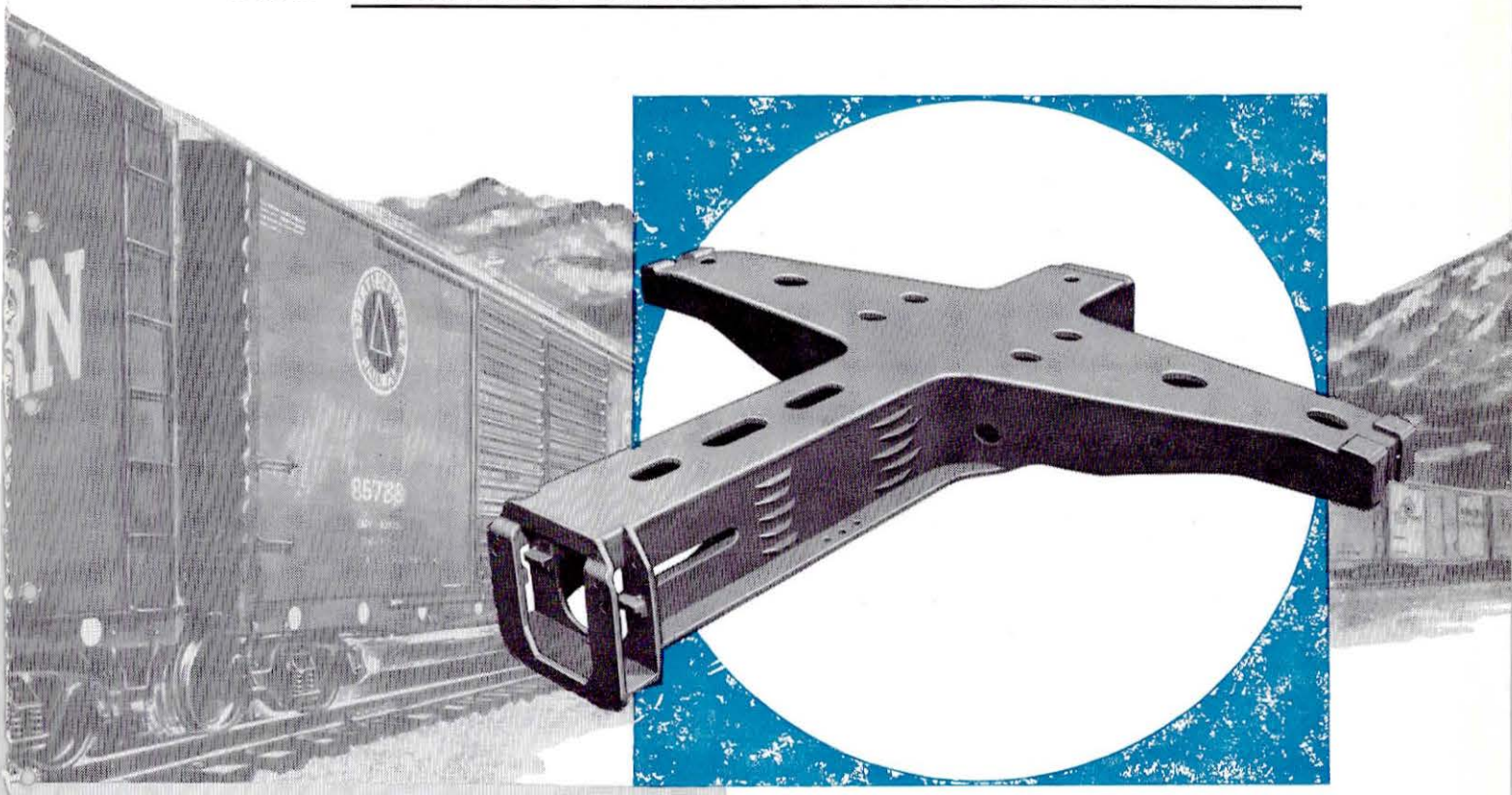

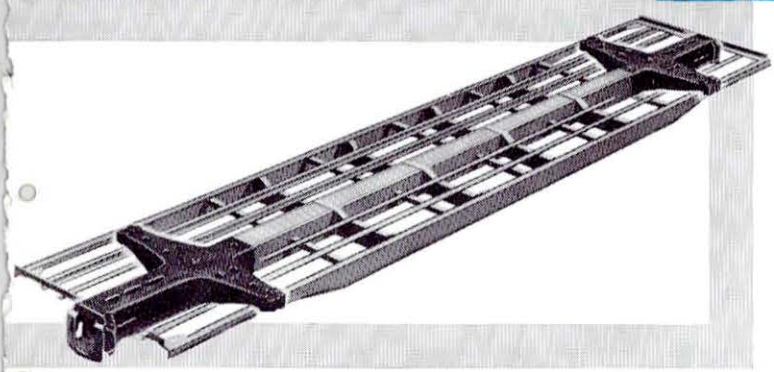

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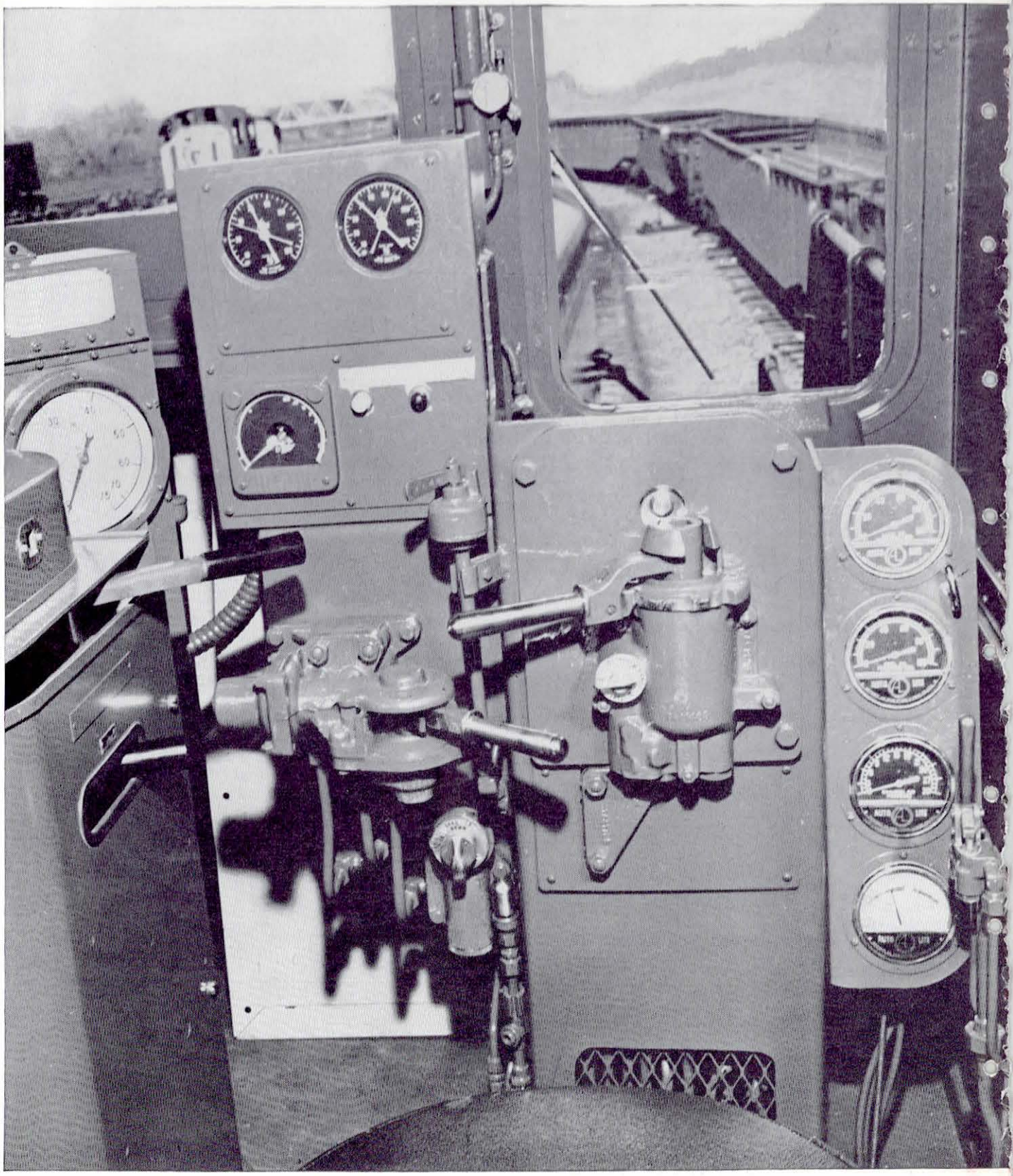
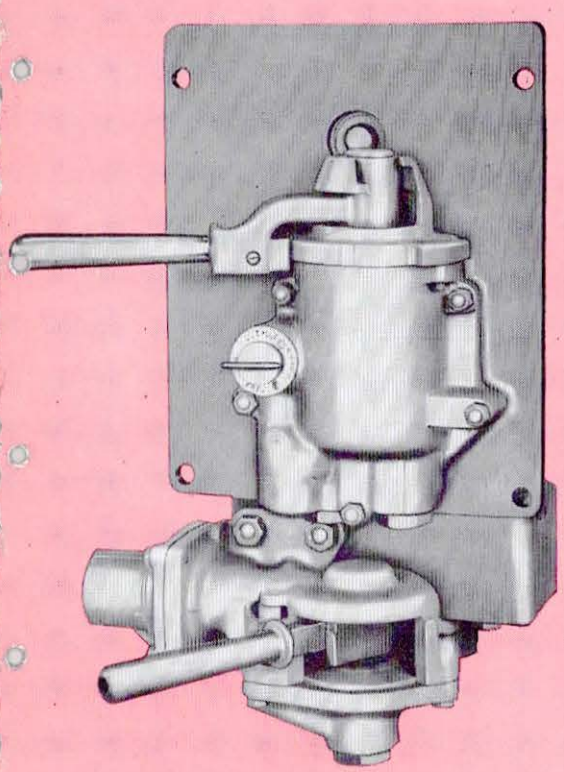


BRAKE for the *crowded* space age

Smaller Package Makes Neat Cab

Panel or shelf-mounting occupies small cab area. Or, as shown in cab view, portions can be mounted separately.



Valvular parts are concealed behind panel. Piping reduced and concealed.

The new Westinghouse 26-L locomotive brake is so compact and light that it's just right wherever space and weight are at a premium. *Ask the man in the cab!*

But, space-saving is merely a convenience. The big advantages of this new, *advanced* brake are its light weight and simplicity of design. 26-L has no rotary valves. 26-L has no rings or ring type pistons. 26-L has no slide valves. *And maintenance time and costs have been reduced to a minimum through the elimination of skilled hand fitting of metallic rings and slide valves!*

Yet, even as small as it is, the compact 26-L is fully as efficient and fully as dependable as the larger and heavier equipment which has long been the accepted standard. The new 26-L brake operates in complete harmony with existing types of freight and passenger locomotive equipment in service today.

Any way you figure it, the new 26-L locomotive brake is a good investment. Its performance has been proven in actual service on approximately 2,000 locomotives now operating. Lower initial and maintenance costs, plus such modern features as pressure maintaining, warrant consideration in locomotive modernization programs. If you have not already looked into this advanced equipment, ask for detailed information today.

Westinghouse Air Brake COMPANY

Air Brake Division Wilmerding, Pennsylvania

THESE ALL-IMPORTANT

SERVICES

ARE YOURS WHEN YOU USE GENERAL AMERICAN'S **AIRSLIDE**® CARS

Testing Service—General American will pretest your product to determine handling characteristics. Tests conducted in General American's laboratories will assure the most efficient bulk handling of your product.

A fleet of cars is provided by General American for full scale road test operation when laboratory results indicate that your commodity's flow properties are marginal.

Supervisory Service—General American will furnish experts to supervise your initial unloading. These specially-trained men are there to insure maximum efficiency of your unloading operations.

Maintenance Service—General American maintenance assures maximum "in-service" mileage for your Airslide Cars. A nation-wide network of maintenance shops is staffed by skilled technicians to keep your cars rolling.

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GENERAL AMERICAN TRANSPORTATION CORPORATION

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Offices in principal cities

AIRSLIDE GENERAL AMERICAN TRADE MARK

How Well Do You Know RR's?

With modern management depending more and more on men familiar with all aspects of a company's operations, there is an increasing tendency to train promising employees in several departments. On railroads, as elsewhere, interdepartmental switching is becoming common.

Anyone who has a good background in several railroad departments should have a good start toward solving the crossword puzzle on this page. Not being professional puzzle-makers, we may have broken puzzle rules. (If any professional puzzle makers among our readers have a letter puzzle, please send it along.)

We have, for our definitions, picked terms that have railroad significance (even if, in some cases, we had to stretch a point a bit).

We'll publish the answer in this space in approximately four weeks. In the meantime, let us know how you liked it, and, if you wish, send us your answers.

It has been our custom on this page from time to time to break the pattern of serious discussion with quizzes on railroad topics. The puzzle is in the same tradition. Next time this page appears, though, we'll be back in our normal groove.

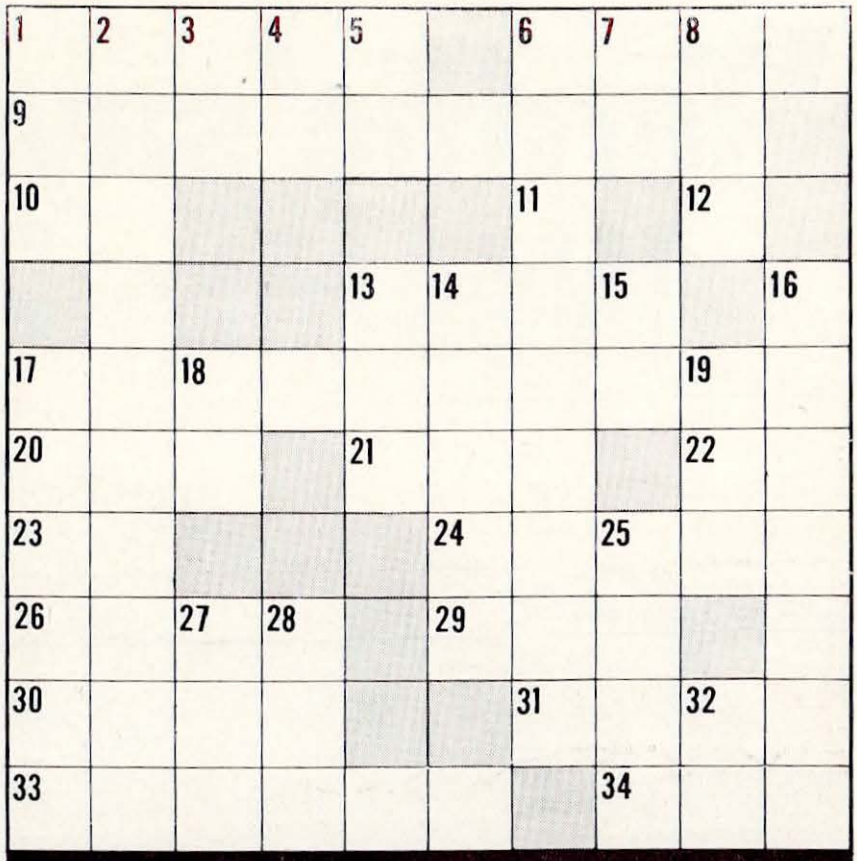
Coming up, we have more discussion of operating rules along the lines raised in our March 21 issue. We also have comment from a railroad that uses a car code to help car distribution—this in connection with the question raised March 21 "Why not a pattern to car numbers?" as an aid to automated car distribution.

Other questions we'll be discussing further are: "Why not run-through yard switches?"—"Why are running boards required on top?"—and, a new one, "Are railroad purchases over-inspected?"

As usual, we welcome comments from readers on these or any other questions.

•

A forum for railroaders who want to explore questions of importance to their industry, this column welcomes questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to: Question and Answer Editor, Railway Age, 30 Church St., New York 7, N.Y.



Across:

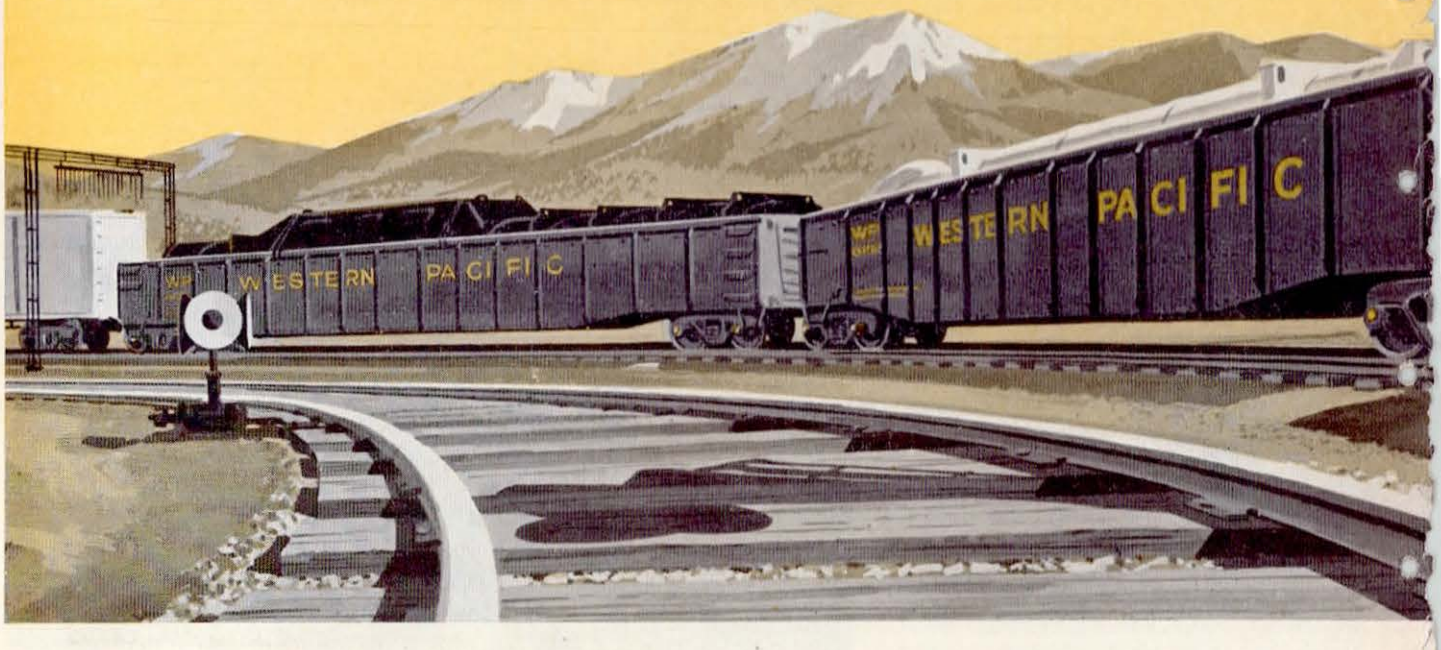
1. Set up for rail-truck coordination (2 wds)
6. Peabody Coal Co. (reporting marks)
9. Traffic generating industry in NW
10. Width of box car, eave to eave
11. Temperance rule
12. Weight (abbr)
13. Rail-to-rail
17. Some say it's the "Industry Bible"
20. What you do if you don't read (17) across
21. Imprint on railroad envelopes
22. California railroad (328 mi)
23. First and middle initials of former IC president
24. Food in favor with Italian gandy dancers
26. What a fireman doesn't do on a diesel
29. A manufacturer of railroad electronic tubes
30. Regional railroad organization
31. What operations get tied into if the dispatcher goofs
33. Unlawful payment by a carrier to a shipper
34. 100 miles for freight-engine crews

Down:

1. Large car company
2. What proponents of reduced per diem want (3 wds)
3. All risks (insurance abbr)
4. Region served by 7 class I roads (abbr)
5. Middle word when an individual sues a railroad
6. Rapidly growing form of transportation
7. Serves our northern neighbor
8. Serves 6 states in the corn belt area
13. Former British railway
14. Rail organization dept headed by J. Handly Wright (initials)
15. Designation for electric street railway service car.
16. Legal punishment for failure to comply with tariff rules
17. Kind of car that (1) down operates
18. Initials of a 2-word device for measuring shocks en route
19. In transportation, the boss
25. Needed when you slip
27. Mechanical reefer
28. US agency that aids railroads abroad
32. A dimension description (initials)

What's the KAR-GO Record on the Pay-off Runs?

"Terrific," says Western Pacific



Load a freight car with 70 tons of steel—put it in high-speed, virtually nonstop service on tough mountain runs—operate it day and night for two years – and you really find out how good its bearings are.

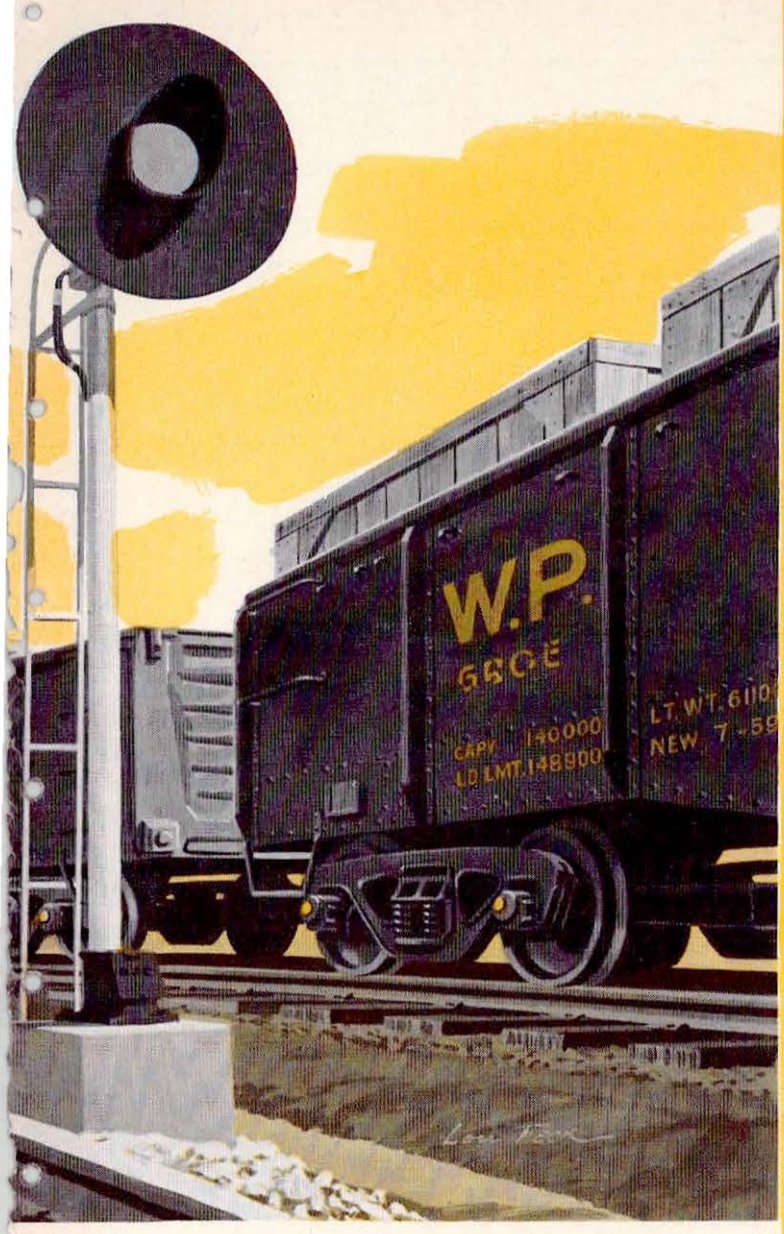
That's what Western Pacific did with two KAR-GO equipped drop-end gondola cars.

Result? After almost 140,000 car-miles of this tough service, the KAR-GO bearing performance resulted in a reorder by Western Pacific for an additional 60 KAR-GO equipped gondola cars.

You can eliminate hot boxes and get really dependable service from your car bearings by going the KAR-GO route as Western Pacific has done. You'll also cut your maintenance costs way down.

38 other railroads are operating KAR-GO equipped cars and are finding out that routine lubrication and inspection costs average less than 10% of the cost of servicing journal brasses. The moneysaving KAR-GO way is the best route to take in your next freight car conversion or new car build program.

KAR-GO, ALLISON DIVISION OF GENERAL MOTORS
Indianapolis 6, Indiana



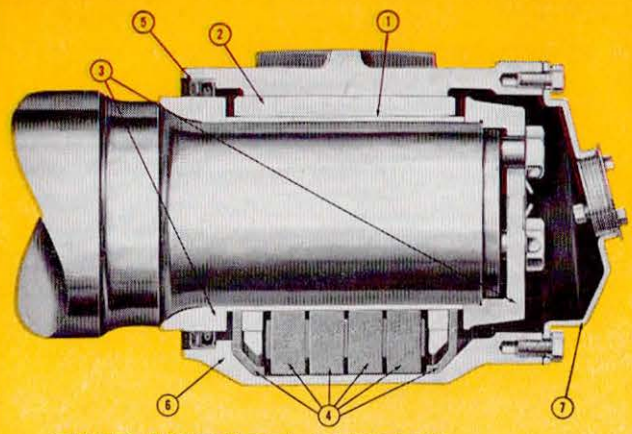
Two-thirds of the Diesel locomotive engines on American railroads are equipped with Allison connecting rod and crankshaft main bearings and piston-pin bushings

Allison

KAR-GO KG

JOURNAL BEARINGS

A product of and built only by the Allison Division of General Motors



THE INSIDE STORY

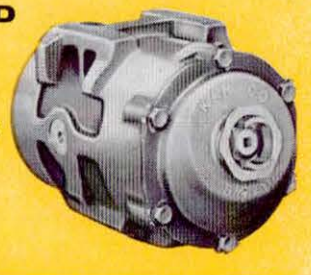
Built to run for thousands and thousands of miles, the Allison KAR-GO Cartridge Bearing gives you a *sure* answer to the hot-box problem at a low, low cost.

1. **JOURNAL SLEEVE**—Smooth, hardened surface for maximum bearing life — eliminates axle wear.
2. **ALUMINUM ALLOY BEARING** — Economical, precision-fitted, full round for maximum heat dissipation and prevention of axle roll-out.
3. **THRUST RING AND CAP**—Absorb lateral thrusts on hardened faces. Ring provides highly finished surface for oil seal.
4. **FELT WICK LUBRICATOR**—Insures adequate oil delivery to bearing—spring-loaded to make constant contact with journal sleeve.
5. **OIL SEAL**—Double lip, automotive type; keeps oil in and dirt and water out.
6. **HOUSING** — Rugged pearlitic malleable iron; completely encloses entire assembly; eliminates need for separate adapter.
7. **COVER ASSEMBLY**—Provides sealed closure, oil-filler plug and pressure-relief valve.

AAR APPROVED

for limited application in general interchange service

Having complied with standardization details, AAR approval has been obtained for wider application to freight cars in general interchange service.



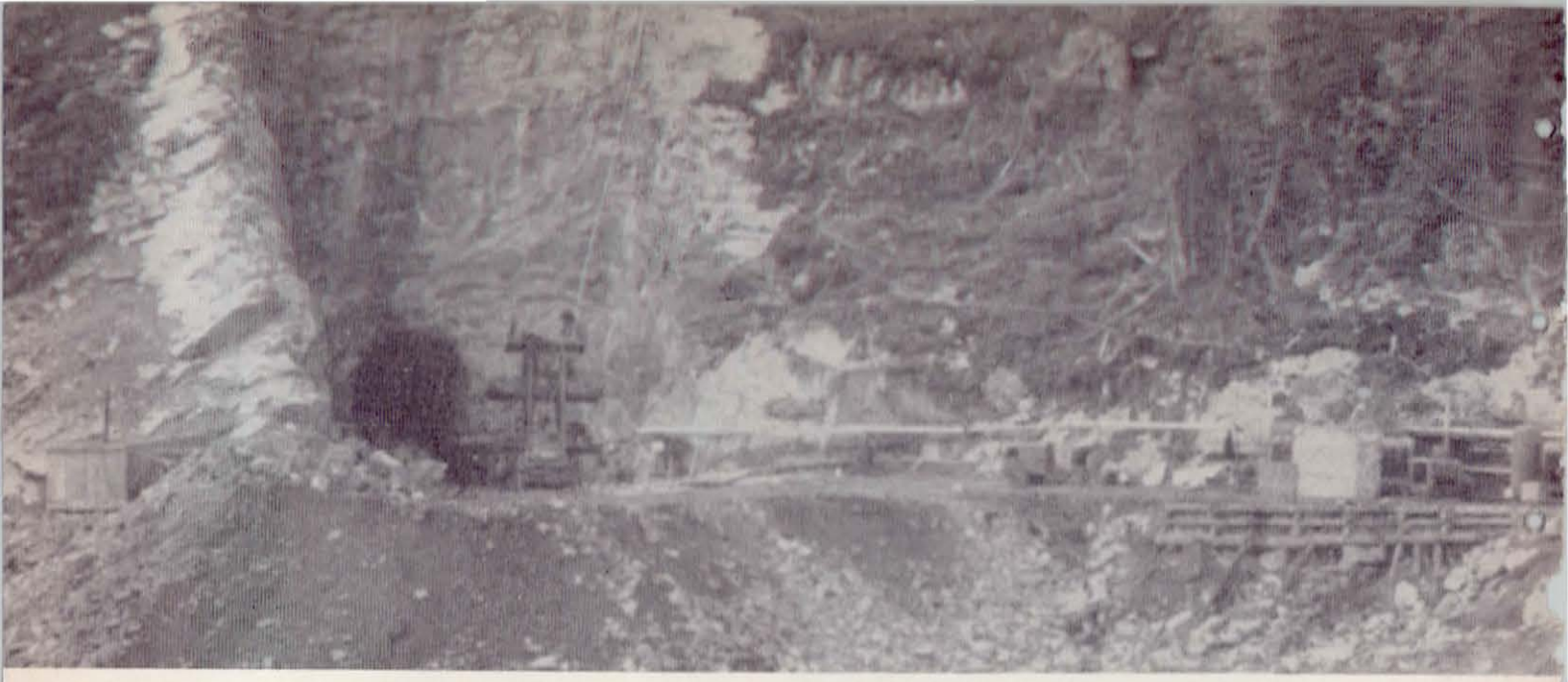
Keeps lubricant sealed in—dirt sealed out.

Adapts to standard sideframes — without separable adapter.

Requires oil level inspection only twice each year.

Guards against train delays.

Offers lowest-cost solution to the hot-box problem.

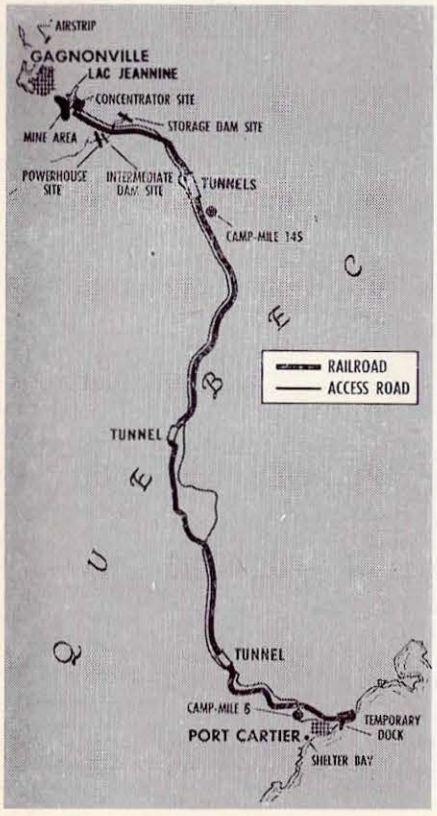


TUNNEL at Mile 90 is one of five on the new line. They range in length from 350 to 1,430 ft.

HOW

WHERE

Quebec's New Railroad



ORE-CARRYING Quebec Cartier runs north from Port Cartier on St. Lawrence. When completed, the single-track line will handle 8 million tons of ore annually. The road will use 17 diesels and 500 100-ton ore cars. Modern shops and repair facilities will be located at Port Cartier.

By EDMOUR GERMAIN
New York Financial Writer

Canada's new 191-mile Quebec Cartier Railway should be ready for operation late this year.

Portions of the line have been laid, and other preliminary work is fast reaching completion. The railroad will run between Port Cartier on the lower reaches of the St. Lawrence River to Lac Jeannine (see map).

About 1,200 men were employed on the project last winter. With the coming of spring, the labor force was increased.

Work on 17 bridges over the rocky, mountainous route has been largely completed. Nine were finished last fall. Longest of the spans is an 880-ft trestle; the highest is 120 ft above the valley floor. Five tunnels, ranging in length from 350 ft to 1,430 ft, are being pushed to completion.

The new railway—officially designated Le Chemin de Fer Cartier in keeping with the predominantly French character of the region it traverses—is a wholly-owned subsidiary of the Quebec Cartier Mining Co., a $200 million enterprise which is itself a subsidiary of United States Steel Corp.

The line is being built to tap Cartier Mining's rich deposits of iron ore near Lac Jeannine, somewhat southwest of the middle of the so-called Labrador Trough. The trough is a semi-circular heavy mineralized belt extending from a point not far from James Bay, off Hudson's Bay, eastward to the Labrador border, and all the way northward to the Ungava Bay Area in the Quebec Far North.

The trough is said to contain around 10 billion tons of iron ore, roughly comparable to the amount of 30-38% iron grade ore in the Mesabi, traditional source of much of the raw material used by American steel firms. A large part of these Quebec-Labrador deposits is now being developed by companies representing 90% of U. S. steel capacity and some substantial capacity in Canada.

Cartier's share of the deposits is considerable. Its holdings around Lac Jeannine alone are estimated to contain some 300-400 million tons. The company has added reserves, perhaps 700 million tons, in the Wabush Lake area a few miles to the north.

Preliminary planning of the present rail line began in 1956. Cartier engineers were able to evaluate the operating experience of the neighboring Quebec North Shore & Labrador, especially with regard to roadway and equipment. The 365-mile QNS&L, which began operations in 1955, was built by the Iron Ore Co. of Canada—a subsidiary of seven U.S. steel and mining firms. It extends from Seven Islands on the St. Lawrence northward to Schefferville, and is roughly parallel to the Cartier.

The new Cartier line will handle an estimated 8 million tons of ore concentrate annually, starting late this year or early next. Ore will be moved from the Lac Jeannine concentrator, close to the mine site, down to the Port Cartier harbor facilities.

The concentrator—for crushing and preliminary washing—will be built so its initial 8-million-ton capacity can be expanded to 20 million tons annually. The yard layout at this point calls for eight miles of track with 24 turnouts and a Y for turning motive power, cabooses, or other one-way equipment. In addition, there will be a four-track commercial and service yard, a freight station and team track, and an engine layover track, all on dead level except for two spurs going down to lower level loading tracks in buildings below the grade.

At Port Cartier, on the river, there will be about 12½ miles of track with 34 turnouts and a loop for turning entire trains. The port area will also have a complete diesel and car shop, a rotary car dumper through which cars can be dumped while coupled, and a dock for general cargo. The main line will enter the port from the west, proceeding on a 0.15% descending grade to the car dumper.

Shops and Equipment

The locomotive shop is designed to include a four-unit inspection bay where diesels can be fueled, sanded, serviced and inspected. The bay is arranged so that heat from the shop can be cut off in winter to prevent condensation in electrical equipment.

A firewall will separate the inspection bay from the rest of the shop to reduce fire hazard from fueling inside the building. A 30-ton overhead crane will service the heavy repair area, which contains a two-unit heavy repair track and a truck release track.

A wheel truing machine in the car shop will allow locomotive and freight car wheels to be trued without being removed from equipment. Next to the locomotive shop will stand a 220-ft by 110-ft supply warehouse.

Seventeen diesel units for the new line are being purchased from General Motors Diesel Ltd., and Montreal Locomotive Works. The units will be equipped with composition brake shoes, 26L air brakes and dead man control.

Canadian Car Co. has delivered 500 100-ton ore cars. They are similar to the QNS&L cars in design except that they will be equipped with composition shoes. Specifications were for use of high tensile low alloy steel and roller bearings. Tare weight of the cars, at approximately 50,000 lb each, is slightly less than that of their QNS&L counterparts.

Cartier equipment will also include some 165 general service freight cars of all types. These are needed because the railway will probably provide the only ground transportation for supplies needed by miners and others living in Lac Jeannine area. Two modern towns, with a combined population of more than 6,000, must be constructed—Gagnon, near the Lac Jeannine mine, and Port Cartier on the river.

Ideal for Piggyback

Piggyback may be used to provide the necessary service between the two towns, since this would permit transfer of small lot goods without rehandling at destination. Trailers or containers loaded in Montreal could be delivered to a warehouse in Gagnon without breaking bulk. Passenger service, if provided, would be in mixed trains to run three times a week.

The railway will also be equipped with two wreckers, one of 250-ton capacity, and three locomotive cranes, as well as modern track maintenance machines. All locomotives will be equipped with removable snow blades, but two single line wedge plows and one rotary will be purchased.

The road's main line is being constructed as a single track with six passing sidings. Track will be 132-lb rail, laid on hardwood ties. For the most part, rails will be 78 ft, with welding of 39-ft sections being handled at a production plant set up by Matisa at Port Cartier. Engineers figure that use of the longer rail, by eliminating 50% of the joints, will produce maintenance savings of between $300 and $400 per track mile annually.

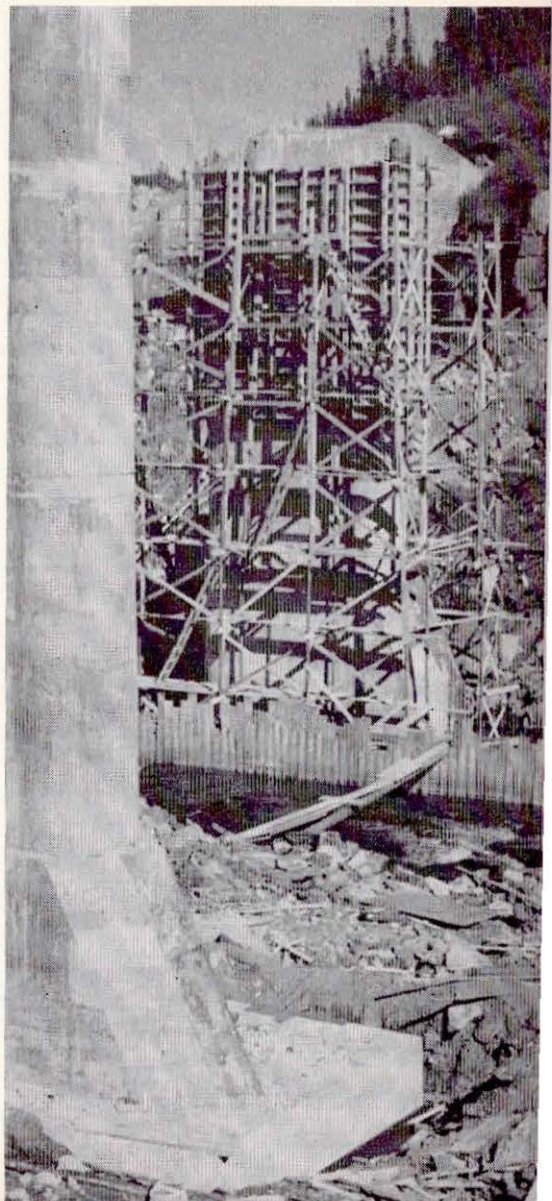
Maximum grade against southbound loads will be 0.4%, compensated; against northbound empties, 1.35%, uncompensated. Maximum curvature will be 7 deg., but there will be few curves of more than 5 deg. There will be substantial curvature in the line, as indicated by the fact that airline distance between Lac Jeannine and the port is 141 miles. On curves of 2 deg. or greater, anchor spiking will be done with the so-called hairpin lock spike applied 2 or 3 per tie plate.

Present plan is to equip the entire line with rail oilers, but flange lubrication for locomotives is being considered. On the main line, snow melters will probably be installed but, for yard operations, their economy is being compared with that of a weed burner for heavy snow removal. Train-order operation or light-traffic CTC have been studied, but no decision has been reached about either. As an aid to train operation, two-way radio is being considered.

Initial ore-handling facilities at Port Cartier will be adequate to unload 4,040 tons of concentrate per hour from rail cars. Buildings being erected at the port can be expanded to handle 20 million tons annually. Additional space is being reserved for buildings and docking facilities which could expand capacity to 40 million tons. The ice-free harbor in Shelter Bay assures year-round shipping via the Atlantic.

The outstanding feature of the harbor's terminal facilities is that ore concentrate from an entire 125-car train can be loaded directly aboard ship without uncoupling a single car and without a locomotive. Moreover, if no vessel is in the harbor when a train arrives, ore can be stockpiled and

(*Continued on page 24*)



BRIDGE at Mile 31 is one of 17 spans that had to be built. Longest of the trestles is an 880-ft span.

These two photos show a portion of each side of a 50-ton coal car rebuilt in 1951 by the Norfolk & Western Railway. One side is copper steel, the other is USS COR-TEN High-Strength Low-Alloy Steel.

Which hopper is older?

Actually, they're both the same age because they're both part of the same car, despite the weathered appearance of the hopper end and car side shown in the bottom photo. It is copper steel and shows at least 50% more corrosion than the USS COR-TEN hopper end and side sheet shown in the top photo.

In 1951 the Norfolk & Western Railway rebuilt the bodies of 20 old hopper cars; and, to make sure that the material was subjected to exactly the same service, they built one side of each car of copper steel and the other side of COR-TEN steel. This test was undertaken to prove to themselves how they could make their hopper cars last longer. After seven years, the cars were carefully checked for both corrosion losses and paint adherence. In actual service and in every type of atmosphere, the test results proved then, and certainly more so today, that COR-TEN steel retained paint longer and lost considerably less from corrosion than copper steel.

Such is the case in many kinds of equipment, whether they be railroad cars, earthmovers, or a stationary application like electrical transmission towers. In rural, industrial or salty seashore atmosphere, USS COR-TEN steel resists corrosion better (4 to 6 times), and retains paint longer than ordinary carbon or copper steels. Expensive painting bills are drastically reduced.

You save other ways, too: USS COR-TEN steel is stronger, so whatever you build can be thinner and lighter, carry or hold more, cost less, day-to-day, in the long run. For more information, contact our nearest sales office or write United States Steel, 525 William Penn Place, Pittsburgh 30, Pennsylvania.

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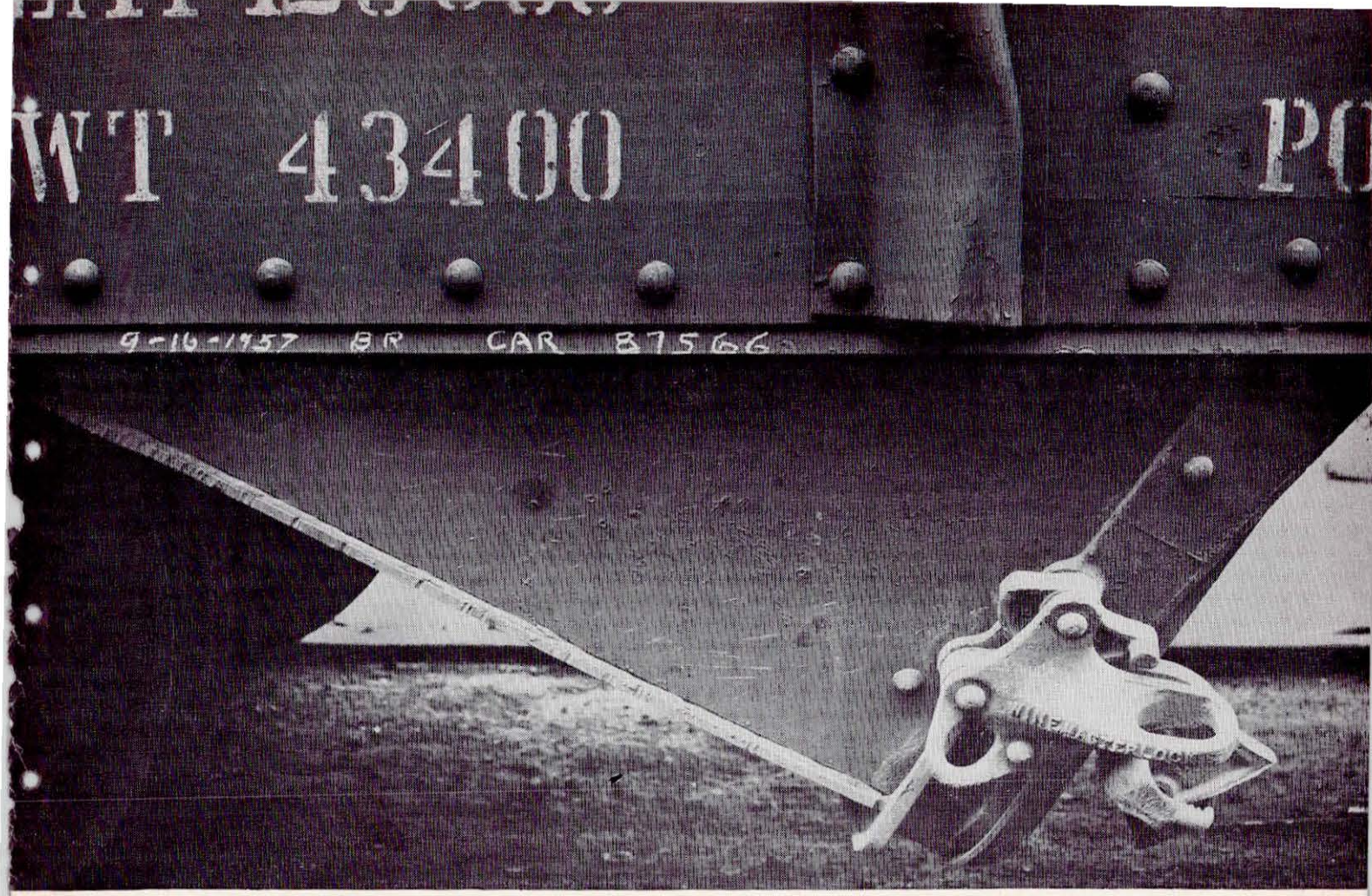
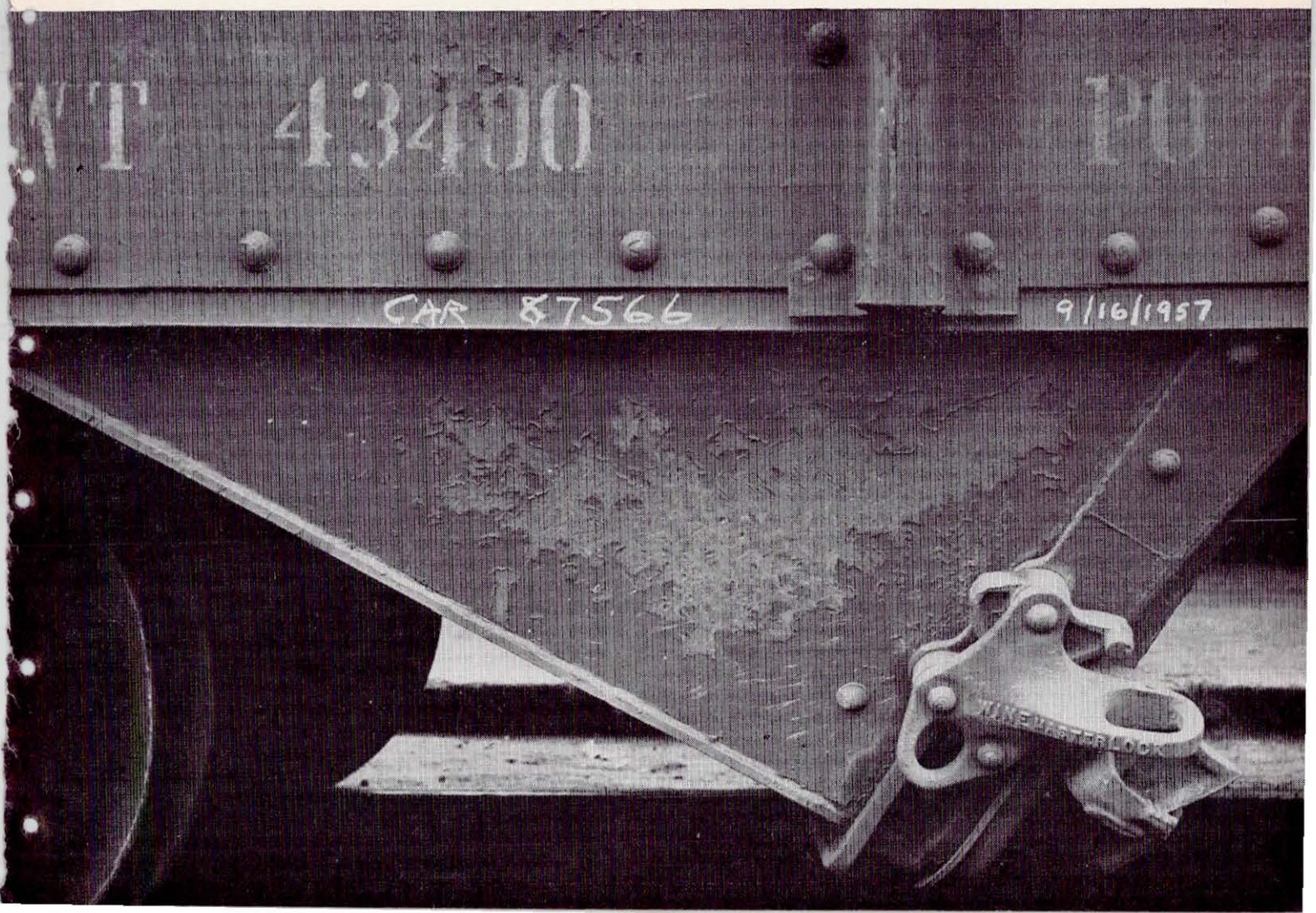

WT 43400
9-16-1957 BR CAR 87566


WT 43400
CAR 87566 9/16/1957

acf production design box cars

Acutely aware of the growing cost-profit squeeze faced by our railroads, American Car and Foundry developed the Production Design Box Car to reduce both initial and long-run rolling stock costs. Incorporating the best features of hundreds of custom-designed cars, the Production Design is engineered and built to the highest standards of serviceability with all the economy of modern mass production methods. Buy one or many at the same quantity price savings, simplify ordering procedures, slash maintenance costs, and enjoy quick delivery when you need it. Available in 40' and 50' lengths with these exceptional specifications:

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QUEBEC'S NEW RAILROAD (*Continued from page 19*)

recovered later by an underground conveyor for ship loading.

Preliminary operating plans call for dispatch of a 16,000-ton ore train from Lac Jeannine every 11 hours. The train, powered by four diesel units, is expected to make the trip in less than nine hours.

The train will pull into the yard at Port Cartier on the dumper track, moving directly to the dumper. After going through the dumper cradle, the diesel units will be cut off to go to the shop for servicing. An automatic hydraulic pusher mechanism at the dumper will take over movement of the cars.

The pusher will consist of a hydraulic cylinder along each side of the dumper track, activating arms which move between the cars and push the entire train one car length to spot the lead car on the dumper cradle. Clamps will then engage the train while the first car, still coupled, is turned over. Cars are being equipped with rotary couplers similar to those in use on the Reserve Mining Co. railroad in Minnesota (RA, July 2, 1956, p. 30).

During the dumping cycle, lasting 80 seconds, the pusher arms will go back one car length to engage the next car behind. The pusher will start the next cycle as soon as the car being dumped has been righted. About 2¾ hrs will be required to empty the entire train. When the last car has been dumped, the dumper will shut off automatically, leaving the caboose on the dumper cradle to be serviced.

Dumped ore, meanwhile, will go through a grizzly. Any lumps caused by frost or compaction in transit will pass through a rotary crusher. Then, via a conveyor belt with a system of baffles, the ore will go either directly to the shiploader or to ore storage.

The system of conveyor belts is designed so that ore can be transferred directly from the dumper house to the ship or to the stockpile in a storage building. Subsequent ship loading can be handled from the stockpile, from the car dumper, or in combination. A surge bin of 1,000-ton capacity, will permit ship loading to stop for a few minutes —as when changing holds in the ship— without stopping the main conveyor system or affecting car dumping.

At the concentrator end of the railroad, at Lac Jeannine, empty trains from the south will be shoved past the loading bins; the maximum cut will be 62 cars, with loading pockets serving four cars simultaneously. Road locomotives will handle cars during loading.

Even now, as the QC is being pushed to completion, studies are under way concerning possible extension of the line to the north. Whether this will happen depends, of course, on what other ore properties are eventually brought into production.

Railroading After Hours with Jim Lyne

CONSERVATION, LOST CAUSE—There was a lot of political hullaballoo about "conservation of national resources" back when I was a kid and just beginning to read the newspapers. The resource they were talking about conserving, in those days, was usually timber—which is replaceable.

Today there's no public outcry at all over a thousand times more waste of natural resources than was going on 50 years ago. And the resources being wasted today are not replaceable, e.g., oil and minerals. You go back a century or a little more ago, and practically nothing irreplaceable was being used up. Fuel for most transportation was hay and oats, or wood—and vehicles also were mainly wooden. Even iron was probably being formed in swamps faster than existing ores were being consumed.

CALM SENSE ON WORKING RULES—Talking to a Milwaukee Road fireman, Reporter Preston of the Scripps-Howard newspapers got a strong defense of the usefulness of a freight fireman. "But pretty soon he was conceding that one man trained both as brakeman and fireman could probably do everything the two do now."

Clippings of the Preston series came to me from Traffic Director Arthur Ray of Pennsylvania Sand. On the whole, it's a good job of fair-minded reporting. After a thorough on-the-ground look, Writer Preston inclines to the opinion that two men in a cab are enough, that 100 miles is too short a "day," that some public agency should step in to untangle restrictive rules, and that job reductions be made through attrition, where possible.

The situation is well summed up in a quotation from Grand Chief Guy Brown: "Railroad employees need a prosperous industry as much as management does."

WHO'S SICK?—My boiling point is getting lower all the time as I hear references to railroads as a "sick industry." It isn't railroads that are sick. It's the government of the United States and local subdivisions that are sick. Confronted with a clear-cut situation—purely arbitrary political restraints which are turning traffic away from economic movement to more costly handling—government hasn't the virility to move in on the problem and straighten it out.

In most other countries (Russia and Japan, for example)—which are not operating under the delusion that they have wealth to burn—it is railroading that is getting most of the new transportation investment.

FOREIGN RR PERIODICALS—I learn that there are at least a few railroaders on this continent who read the French railway magazine *La Vie du Rail*. This gets me to wondering to just what extent American railroaders make a practice of reading railroad magazines from other countries. For myself, I see regularly Railway Gazette (London), and Revue Générale des Chemins de Fer (France) and Ferronales (Mexico).

I know one or two railroaders who are readers of German railway periodical literature. But just how widely do North Americans follow railroad developments on other continents? If I discover any real zeal in this direction, I'd like to spread the word around.

New Look for Track Supervisors

Track supervisors on the Delaware & Hudson last week were getting acquainted with a new low-cost inspection car. The railroad had bought five Volkswagen rail-highway station-wagon units and had assigned one to each of its track supervisors.

A compact railroad, the D&H divides 792 miles of mainline and branches into five supervisory territories for track work. In miles as the crow flies, a D&H track supervisor covers a territory anywhere from 70 to 115 miles long. In railroad miles, the distances are considerably greater.

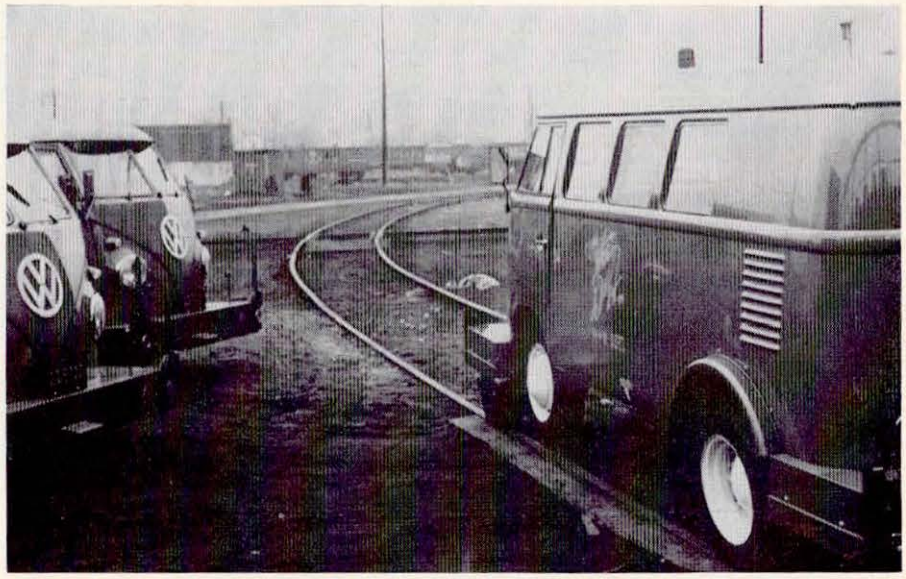
To cover his territory properly, a track supervisor must have good mobility, both by highway and by rail. This, the D&H thinks, he will get from the Volkswagen Gandy Wagon.

As a track supervisor's vehicle, a D&H Gandy Wagon will normally carry two men. Except in emergencies, it will not be used for transporting section crews and materials. If such an emergency comes along, though, the Gandy Wagon has space for nine men plus light tools.

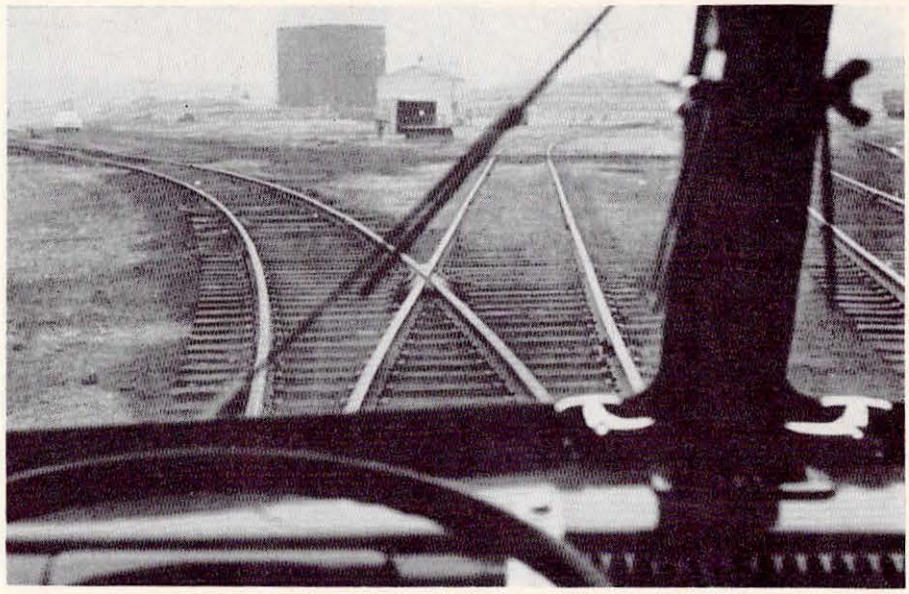
As a supervisor's inspection car, the D&H estimates that the Gandy Wagon will be used about half on the highway, half on rails. For inspection work, both men sitting in front have a close view of the track, since the driver's seat is directly over the front wheels. An electrically operated jack and turntable makes it possible to put the Gandy Wagon on or off the rails at any crossing, or to turn it around without leaving the rails.

The Gandy Wagons are replacing ¾-ton pickup trucks previously assigned to each supervisor. Since the pickups were not fitted with rail-highway conversion units, rail motor cars were also used.

Four of the new units will be based in New York State, one in Pennsylvania. The track supervisor at Plattsburg, J. M. Lucy, covers a territory from the Canadian border at Rouses Point to Whitehall, N.Y., including the Chateaugay and Ausable branches. Track Supervisor G. A. Rice at Whitehall has the Saratoga subdivision main line from Ballston Spa to Whitehall, as well as a parallel branch line. F. W. Robbins, at Colonie, N.Y., has a territory that includes the northern end of the Susquehanna subdivision ending at Mechanicville, as well as the Saratoga subdivision between Ballston Spa and Albany. W. G. Ready at Oneonta covers the southern end of the Susquehanna subdivision to Binghamton. H. V. Borst at Carbondale, Pa., has the Pennsylvania subdivision, from Jefferson Jct., Pa., to Wilkes-Barre.



D&H GANDY WAGON FLEET of five vehicles went into service April 8, with one for each track supervisor. D&H expects to get good economy, both in operation and upkeep, as well as a more efficient tool for track supervision.

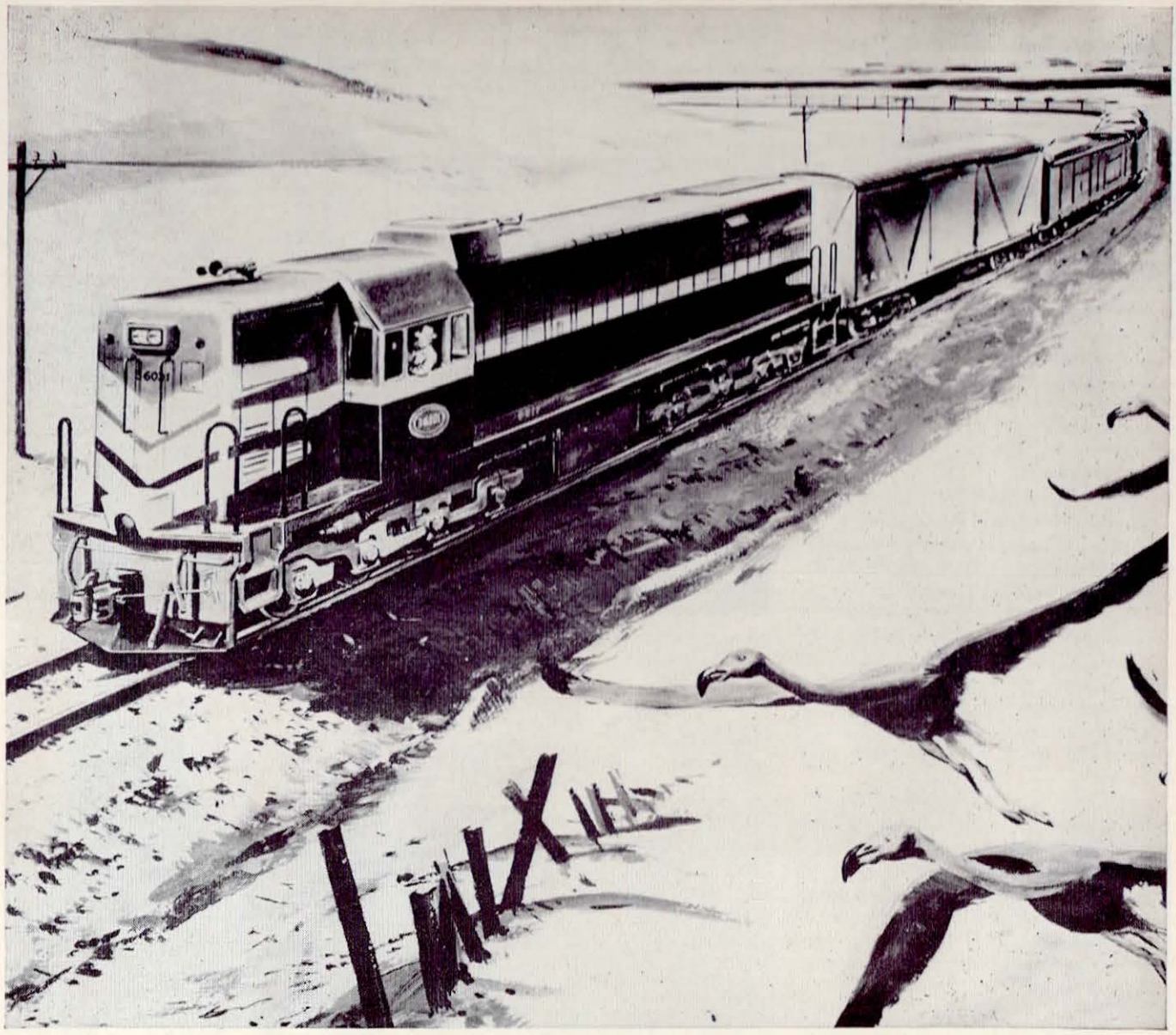


FROM THE DRIVER'S SEAT, view of the track is unobstructed. The Gandy Wagon has a fixed front seat and two removable rear seats, seating 9 in all.

Because Delaware & Hudson territory includes parts of the Pocono, Catskill and Adirondack Mountains, there are stiff grades, not only on the highways but also on some of the branches. To satisfy themselves that the 38-hp engine of the VW station wagon would perform satisfactorily in hilly country, Engineer M/W R. J. D. Kelly and Supervisor Work Equipment J. W. Cummings tested the prototype car extensively on different parts of the system.

"We had the demonstrator for about two weeks last fall," Mr. Kelly reports. "We tested it from Albany north on both the main line and the branches. We were satisfied that it worked all right on some pretty good grades, both on the highway and on the rail."

Beside the turntable jack, which is powered by a 12-volt electrical system separate from the 6-volt car system, design features of the Gandy Wagon include 4-wheel hydraulic brakes on the track as well as on the highway.



BENDIX FUEL INJECTION HELPS BRING DIESEL POWER TO SOUTH WEST AFRICA

South West Africa is going diesel. From the Orange to Cape Frio, all freight, passenger and switching operations will be powered by General Electric diesel locomotives. And these modern locomotives, equipped with Cooper-Bessemer FVBL-12-T diesel engines, utilize standard precision-built Bendix* Fuel Injection equipment for high fuel economy and dependability.

South African Railways, which already has 45 G-E diesels in service around Johannesburg, recently purchased 115 more to replace all steamers presently in service in South West Africa. They have learned that diesel power is the key to efficient operation.

General Electric, an important locomotive manufacturer for more than 65 years, demands components of highest quality in every unit it builds. Bendix Fuel Injection has proved its value on G-E diesels around the world, at every extreme of temperature and altitude and in remote areas where dependability is absolutely vital.

Maximum efficiency at minimum cost dictates the choice of Bendix Fuel Injection equipment. That's why so many leading diesel manufacturers specify it.

*REG. U. S. PAT. OFF.

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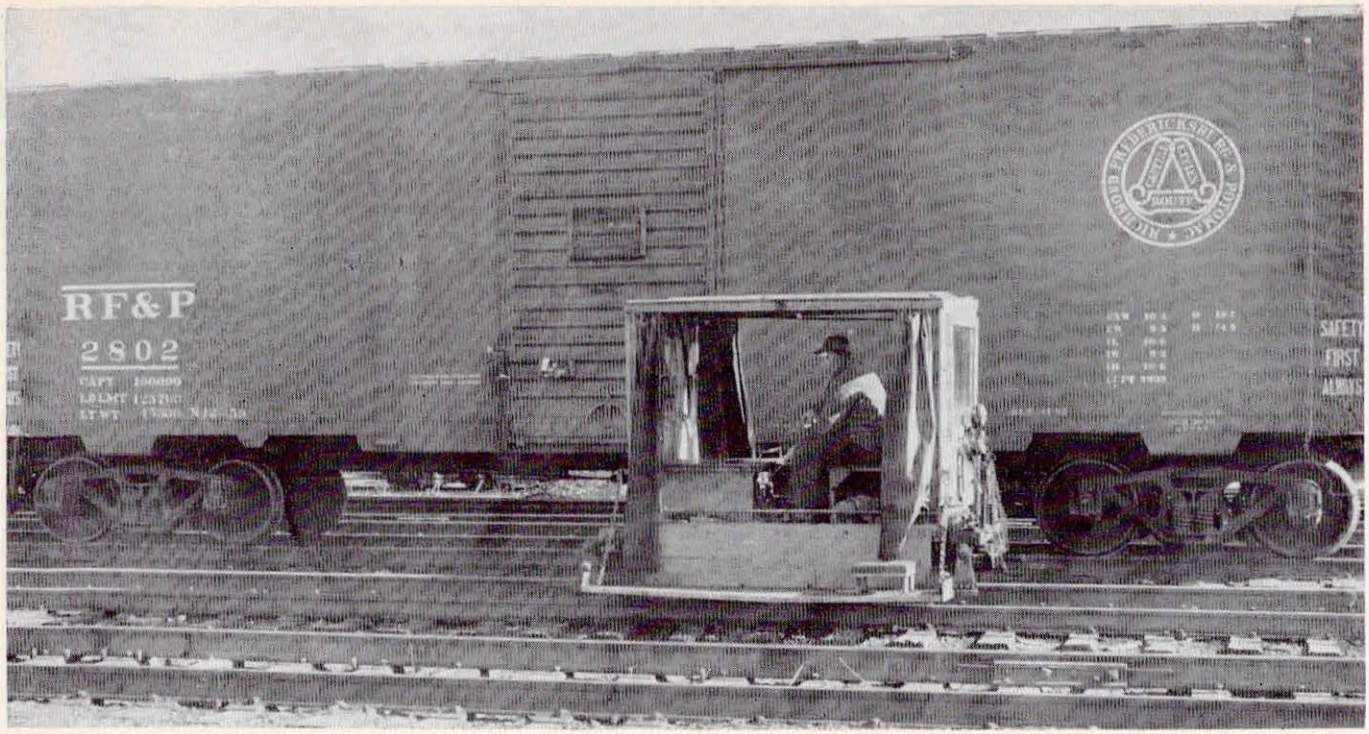


TRACK CAR has simplified movements of men and materials at Richmond, Va. Car foreman is able to give incoming trains a preliminary inspection. A yard track is assigned exclusively for operation of the inspection car.

RF&P Inspects Cars Faster

Reductions in yard delays of at least 65% have resulted from car inspection techniques developed at the Richmond, Va., yard of the Richmond, Fredericksburg & Potomac.

The techniques are based on use of a specially equipped track car which operates back and forth through the yard on an assigned track. The car is equipped with walkie-talkie radio, floodlights, tools and car repair materials. Normally operated by the car inspector foreman, it provides him with a mobile control and material center. It also is used to move car inspectors and their tools from operation to operation.

Because almost no classification is necessary on northbound trains at Richmond, operation there is comparable with that at an intermediate terminal on a longer road. By using the track car, it is possible to make the interchange inspection and minor repairs on 125-car manifest trains in as little as 30 min.

During those periods of the day when northbound manifests follow one another into Richmond yard, the new system enables the car foreman to move his men and equipment from operation to operation with minimum delay. The track on which the track car operates, almost permanently assigned for that use, is protected by locks so switching moves cannot be made over it. Standard procedure is to bring all northbound trains in on one of the two tracks which flank the track used by the special inspection car.

Advantages of the system, as summarized by the RF&P, include:

- Closer supervision and better coordination of widely dispersed operations by the car foreman;
- An increase in productive time of car inspectors, because walking between successive jobs is eliminated;
- Rapid movement of tools and materials to and between work sites.

The RF&P system works this way:

Before a manifest train arrives, the yardmaster tells the car foreman of its arrival, length and track assignment. This information can be relayed over the yard speaker system, or via the walkie-talkie radio which the track car carries. Up to eight car inspectors are available for the longest train. The foreman assigns segments of the incoming manifest to pairs of these men. As the train pulls into the yard, the foreman starts out along it with his inspectors, leaving pairs of men at four different points along the train. When the train stops, the inspectors can go to work from the four different points. The foreman will have traversed the length of the train, permitting him to make a preliminary over-all inspection.

When an inspector finds a condition which requires a decision by the foreman, he steps out and signals. The foreman then can come to the point on his track car and can radio the yard office when it is necessary to cut a car out. This set-out can frequently be done before the RF&P road locomotive has been coupled to the train, or it can be done while the yard locomotive is changing cabooses. When a repair is to be made on a car in the train, the track car brings the materials, tools and floodlights to the location.

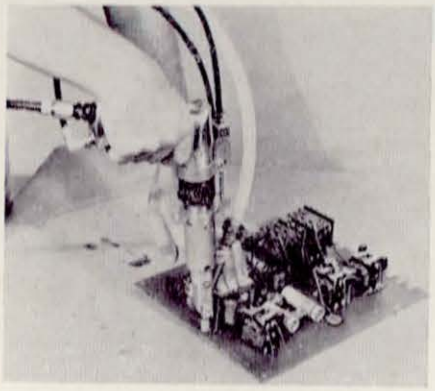
Each train receives a thorough inspection by men who walk both sides of its length. What has been eliminated is the time involved in having the inspectors walk to their next assignments, and the time consumed when men must walk to distant points and return loaded with tools and repair material. It is also unnecessary for each inspector to carry a walkie-talkie.

It has been possible for the RF&P to speed the tempo of its Richmond yard operation to meet the demands of expedited through freight schedules. It is now possible to make repairs to cars in trains without delaying the trains or setting the cars out. For a short road like the RF&P, a faster pace at Richmond has also resulted in a significant reduction in per diem costs.

New Products Report

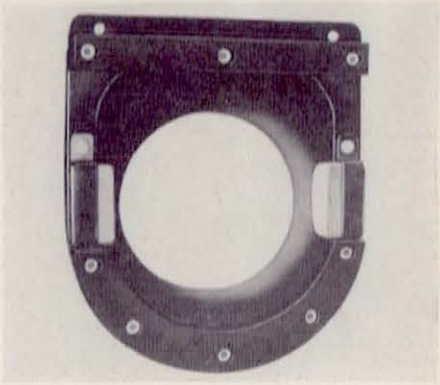
Lubricator Pad

The Centra-Feed reversible four-section, center wicking lubricator is made of heavy, woven lock-loop, nonglazing cotton fabric covering four elastimer cores. The divided center core is said to provide more positive lubrication. The right and left wings act as filters, stabilizers and give extra wicking. The pad is approved for AAR test application. *Unity Railway Supply Co., Inc., Dept. RA, 30 W. Monroe St., Chicago 3.*



Air-Driven Screwdriver

The Powasert Model B screwdriver will automatically feed, position, and drive from 30 to 60 screws per minute at torques of 3.6 to 6.3 ft-lb. At full speed, air consumption is 11 cu ft per min at 90 psi pressure. The model consists of a 4-lb pistol-grip or straight handle gun, and a separate feeder-separator unit that holds 10 lb of screws. *United Shoe Machinery Corp., Dept. RA, 140 Federal St., Boston 7, Mass.*



Journal Stop and Seal

This device consists of a rear journal-box seal which fits into the dust-guard slot, together with two replaceable bronze journal stops. The seal is especially designed to maintain its position on the dust-guard seat at all times, keeping oil in the box and dirt and moisture out. The device is simple to apply. No alterations to standard journal boxes are needed. *Canadian Bronze Co., Dept. RA, 999 Delorimer Ave., Montreal 24, Canada.*

New Liquid Weed Killer

A urea-type weed killer in liquid form—trade named "Urox"—is being introduced to railroads. The concentrate herbicide can be diluted with locally-available oils, including diesel oil, and is said to go into true solution for spraying.

The new substituted urea-based compound (32.4% active ingredient) is an oil-soluble form of granular "Urox" which has been used by railroads previously. Since the liquid is applied direct, it saves extra handlings and is said to provide quicker kill than dry-type weed killers. Test results indicate only one application a year is needed; the spray is effective on annual and perennial grasses and weeds, and booster doses keep areas weed-free between seasons.

Applied before growth begins, the liquid penetrates to root zones; duration of kill may vary slightly with soil and rainfall conditions. The liquid is recommended for large-scale spray work; granular "Urox" for yards, around depots, and like places. *General Chemical Div., Dept. RA, Allied Chem. Corp., 40 Rector St., New York 6.*

Buffer Spring Head Rod

A self-contained, double-acting, combined spring and buffer device is available for operating a spring switch. Known as the Buffer Spring Head Rod, it is claimed to supersede the double-acting oil buffer and separate spring head rod. The device consists of caged double springs centering the rod. It is designed to exert about 1,100 lb of force to hold the switch points closed. *Union Switch & Signal, Dept. RA, Swissvale, Pa.*

Computer Typewriter

An automatic-sequence controlled computer typewriter relieves the operator of the necessity for making routine decisions concerning billing. The 910 computer typewriter automatically types all extensions, sub-totals, and totals. Description of taxes, discounts and rates, plus associated calculations are also printed automatically, without recourse to manual keystrokes. *Royal McBee Data Processing Division, Dept. RA, Port Chester, N.Y.*

Tape Transmission

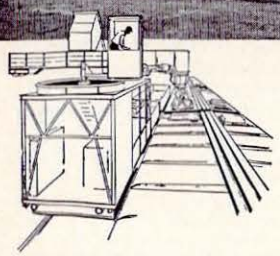
The IBM 7701 is a machine that can transmit or receive magnetic tape data over telephone and telegraph lines at 150 characters per second.

In use, the operator in the sending location places a data-filled tape reel on the 7701 and then dials the telephone number of the receiving location. Learning that data is to be sent, the receiving location operator verifies that the receiving terminal is prepared to record the transmitted data.

As the operation begins, data passes at 150 characters per second from the 7701, through a modulating subset provided by the telephone or telegraph company, through the communications circuits, to a demodulating subset at the other end, and into the receiving 7701. Message rates are the same as for voice conversations.

The IBM 7701 will transmit the magnetic tapes used on all IBM data processing systems. It will automatically correct tape reading and writing errors as well as errors in transmission. *IBM Data Processing Division, Dept. RA, 112 East Post Road, White Plains, N.Y.*

THE DIFFERENCE BETWEEN "SLOW" AND "GO" IN BUNKER ICING OPERATIONS



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Here is all the convenience and advantage of a mile-long ice dock...without the prohibitive installation costs. And you can relocate anytime as needed quickly and easily.

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by John G. Glover

This authoritative new book presents an up-to-date treatment of the principles of management. It presents a systematic approach to the subject with broad coverage of the field from the underlying philosophy of management to the work-saving potential of automation. Thorough treatment of the basic principles of management makes the book invaluable for both the student and the younger executive. More advanced materials on such subjects as research resources, budgetary control, linear programming and automation provide a strong appeal for the seasoned executive who seeks an authoritative and compendious statement of the more recent developments in management techniques. 1958. 406 pp. illus. 6 x 9. Cloth. $6.50

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PRR

Edward J. Gentsch
PRR

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REA

People in the News

ALASKA.—E. Ralph Sanders, assistant general traffic manager, Anchorage, resigned to join Weaver Bros., Inc., as general sales manager.

ATLANTIC COAST LINE.—Frank G. Almon, Jr. appointed general agent, Tulsa, Okla.

ATLANTIC & DANVILLE.—The ICC has ratified appointment of **Seaborn J. Flournoy** as trustee.

BIRMINGHAM SOUTHERN.—Paul C. Major, director of organization planning, **Bessemer & Lake Erie,** Pittsburgh, Pa., elected comptroller of the Birmingham Southern, Fairfield, Ala., succeeding **George H. Irving, Jr.,** who retired April 1.

BOSTON & MAINE.—Herman L. Nelson, manager of stations and subsidiary companies, appointed assistant to vice president—operations, with general supervision over the B&M Transportation Co. and Mystic Terminal Co. **Cornelius F. Shanley,** assistant manager of stations and transfers, appointed manager of stations and transfers. **Mark H. Devlin,** dock superintendent of Mystic Terminal, appointed general superintendent of that company, covering operations at Hoosac and Mystic Piers. **George F. Gallagher,** supervisor of passenger car utilization, appointed superintendent passenger transportation, succeeding **Robert F. Cowan,** promoted to traffic department in charge of milk traffic. **Ralph G. Fritch,** manager of Bureau of Statistics, will handle mail and express traffic. **Hugh F. Vaughan,** former trainmaster on the **New Haven,** appointed assistant to general manager—operations, B&M.

CANADIAN NATIONAL.—Gilbert C. Locke, agent of the sleeping, dining and parlor car department, Newfoundland district, promoted to superintendent of that department, St. John's, Nfld., succeeding **A. W. Raftus.**

Charles A. Wilson, general superintendent, sleeping, dining and parlor car department, Western region, Winnipeg, Man., retired.

COTTON BELT.—Jim Tom Gay appointed general agent, El Paso, Tex., to succeed **E. B. Estes,** who retired April 1.

ERIE.—Kenneth E. Pritchard appointed chief of divisions bureau, 50 Church Street, New York, succeeding **R. M. Terhune,** retired.

FLORIDA EAST COAST.—George L. Oliver, passenger traffic manager, St. Augustine, Fla., retired April 1. **T. C. Maurer,** chief freight traffic officer, named chief freight and passenger traffic officer.

GULF, MOBILE & OHIO.—C. F. Clancy appointed auditor of disbursements, Mobile, Ala., succeeding **J. W. Hanlein, Jr.,** retired March 31.

LONG ISLAND.—William E. Hoffman appointed assistant manager of personnel. Mr. Hofmann was formerly personnel manager, White Plains branch, B. Altman & Co.

MILWAUKEE.—Robert H. Harding, freight traffic manager, Minneapolis, appointed traffic manager there. **Donald G. McMillan,** general agent, passenger department, Minneapolis, named assistant general passenger agent at that point, succeeding **Hilmer M. Larson,** retired (RA, Mar. 28, p. 77). Mr. McMillan's successor is **John A. Guzy,** assistant general agent, passenger department. **Hubert I. Lindblom,** city passenger agent, Minneapolis, appointed district passenger agent there.

NORTHERN PACIFIC.—R. S. Sandgren, commerce agent, St. Paul, appointed assistant general freight agent, Seattle, to succeed **O. W. Cobb,** named to the newly created position of general freight agent-rates, St. Paul. **R. O. Avery,** city freight agent, Minneapolis, promoted to the new position of assistant to the general freight agent, rate department, St. Paul.

K. T. Woodruff, assistant auditor of disbursements, St. Paul, named auditor of disbursements there, to succeed **P. G. Ramswick,** who retired April 1.

C. H. Moreau, master mechanic, St. Paul division, transferred to the Tacoma division, Seattle, succeeding **G. G. Fitzgerald,** retired. **C. J. Wirth,** master mechanic, Rocky Mountain division, Livingston, Mont., succeeds Mr. Moreau at St. Paul. **L. R. Earl,** assistant master mechanic, Livingston, succeeds Mr. Wirth. **H. H. Ramer,** general foreman, Mississippi street diesel shop, St. Paul, succeeds Mr. Earl.

PENNSYLVANIA.—John S. Fair, Jr., general purchasing agent, Philadelphia, appointed general manager of purchases and stores. **Edward J. Gentsch,** assistant purchasing agent, promoted to manager of stores. Newly appointed assistant managers of stores are: **M. A. Haines,** locomotives; **J. O. Gilliland,** cars; **Evan Russell,** maintenance of way; and **H. A. Adams,** methods and distribution. **F. D. Vandever,** agent, purchasing department, promoted to assistant purchasing agent, succeeding Mr. Gentsch. Abolished positions of general purchasing agent, stores manager, general storekeeper, assistant general storekeeper, assistant to general storekeeper and supervisor of methods.

Robert E. Fry, assistant to comptroller, appointed assistant comptroller.

Ralph E. Brown, Jr. appointed district sales manager, Peoria, Ill., to replace **Ned W. Clumer,** transferred to Winston-Salem, N.C.

PIEDMONT & NORTHERN.—Frank M. Sellers, trainmaster, North Carolina division, promoted to the newly created position of superintendent of that division, Jan. 1. **Walter N. Page,** trainmaster, South Carolina division, named freight agent, Charlotte, succeeding **R. R. Vaughan,** retired. **W. L. Helton,** dispatcher, North Carolina division, succeeded Mr. Page.

RAILWAY EXPRESS AGENCY.—Amis D. Satterwhite, assistant to vice president—operations, New York, appointed general manager, Southern divisions, Atlanta, Ga., succeeding **M. W. Page,** transferred to the Western divisions, Chicago. Mr. Page succeeds **Francis T. Halligan,** transferred to the Eastern Lakes divisions, Detroit, Mich., replacing **Truman T. Moore** (RA, Feb. 29, p. 46). **Adam E. Stephens** appointed superintendent, Kentucky-Mississippi division, Memphis, Tenn., succeeding **T. J. Seale,** retired. **Francis A. Leahy** appointed superintendent, Buffalo-Western New York division, Buffalo, N.Y. **Jesse F. Goodson,** terminal agent, St. Louis, named superintendent, St. Louis division. **Kenneth E. Paul,** general agent, Washington, D.C., appointed superintendent, Pennsylvania-West Virginia division, Pittsburgh, Pa., succeeding **J. P. Boyce,** retired. **Oren F. Lewis,** superintendent, Intermountain division, Denver, appointed superintendent, Northern California, Nevada-Oregon division, San Francisco, succeeding **G. H. Graham,** appointed general superintendent transportation.

SANTA FE.—J. A. Stevenson named assistant general freight agent, Los Angeles, succeeding **George B. Kelley,** promoted.

SOUTHERN.—John E. Barron, assistant engineer, Cincinnati, Ohio, appointed assistant to chief engineer, maintenance of way and structures, Western lines, Birmingham, Ala. **Olyn R. Bailey Jr.,** trainmaster, Mobile, Ala., transferred to Knoxville, Tenn. **Jack R. Martin,** terminal trainmaster, Cincinnati, succeeds Mr. Bailey.

Mahlon A. Skidmore promoted to industrial agent, with headquarters remaining in Charlotte, N.C., succeeding **Fred Jennings,** who retired March 31.

WESTERN PACIFIC.—Ursul F. Bohne appointed district sales manager, Washington, D.C., succeeding **John P. Conger,** who retired March 31.

Supply Trade

L.D. Whitaker, president of the **Ralph W. Payne Co.,** Washington, D.C., has been appointed regional manager for the **Rail Joint Co., Division of Poor & Co.,** replacing the late **Ralph W. Payne** (RA, March 28, p. 77).

William E. Withall has been elected chairman of the board of directors and president of **W. H. Miner, Inc., William J. Trongeau** has been elected executive vice president and a director. **Edward H. Lehman,** a director, named first vice president.

H. R. Odell, representative of the **Westinghouse Air Brake Co.,** at New York, has been appointed representative in the Central district at Cleveland, Ohio. **R. B. Morris,** representative in the Eastern district at New York, appointed district engineer there, succeeding **J. C. Janke,** named staff engineer at Wilmerding, Pa.

Former Virginian train crossing above N&W tracks at Glen Lyn, Va. . . . symbolic of the merger of these two railroads.

The N&W Reports on 1959

The N&W made railroad history in 1959 by merging with the Virginian Railway. Effective on December 1, the merger created a six-state 2743-mile system with a billion dollars in assets.

The combined railroads showed an operating ratio of 61.14% and a transportation ratio of 26.30% at the end of 1959. The Company had 33,965 registered shareholders.

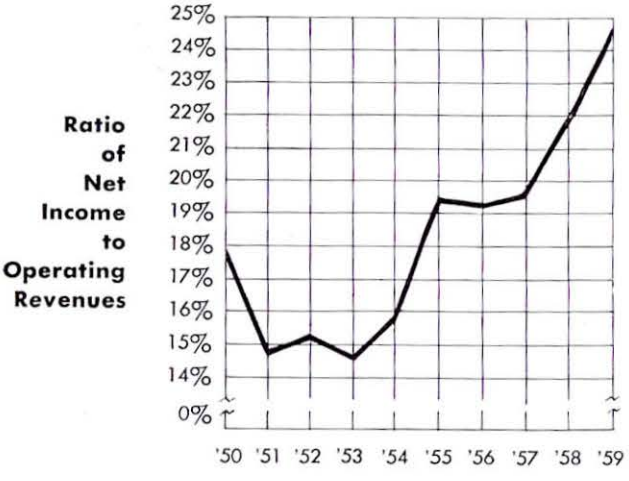
N&W paid dividends of $4.70 per share on common stock, $1.00 per share on adjustment preferred, and declared dividends of 60c per share on the new 6% cumulative preferred.

Capital expenditures were $57,400,000, of which $51,000,000 was for equipment. Purchase of 204 diesel locomotives brings the N&W's modern fleet of diesels up to 529.

Condensed Income Statement*

Income	1959	1958
From transportation of		
Coal and Coke	$161,605,918	$168,629,335
Merchandise	71,390,337	69,330,829
Passengers	2,558,833	2,914,884
Mail and Express	5,035,730	4,651,972
Miscellaneous Revenues	6,361,886	8,173,802
Equipment and Joint Facility Rents–Net	18,092,802	9,970,367
Dividends, Interest and Other Income–Net	3,912,979	4,248,341
	268,958,485	267,919,530
Expenses		
Payrolls	84,302,248	91,154,068
Material, Supplies and Other Expenses	44,568,783	47,278,939
Depreciation on Transportation Property	22,118,816	20,506,434
Federal Income Taxes	28,549,054	28,227,978
Other Taxes	20,411,661	19,941,120
Interest on Indebtedness	8,265,970	5,730,799
	208,216,532	212,839,338
Net Income	60,741,953	55,080,192
Earnings per share of Common Stock	$8.10	$7.18

* Including The Virginian Railway Company figures prior to merger.



Norfolk and Western RAILWAY

General Offices Roanoke, Virginia

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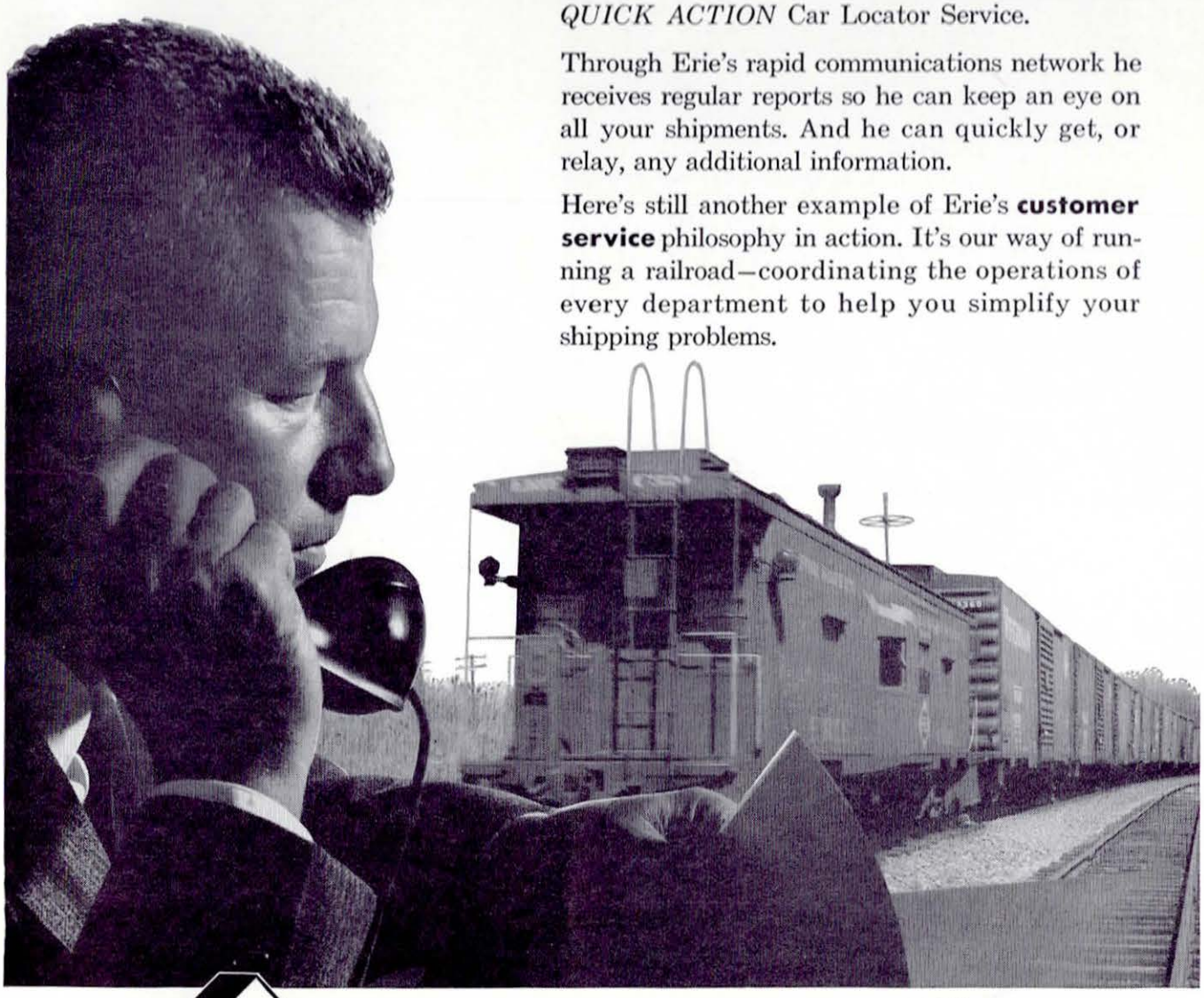
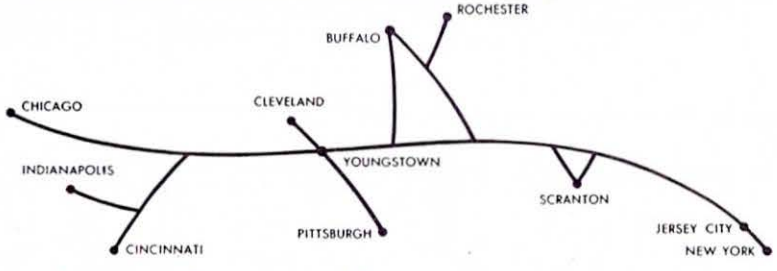


ERIE

...symbol of dependable ***customer service***



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MARKET OUTLOOK *at a glance*

Carloadings Drop 0.5% Below Previous Week's

Loadings of revenue freight in the week ended April 2 totaled 598,031 cars, the Association of American Railroads announced on April 7. This was a decrease of 2,895 cars, or 0.5%, compared with the previous week; an increase of 7,439 cars, or 1.3%, compared with the corresponding week last year; and an increase of 81,784 cars, or 15.8%, compared with the equivalent 1958 week.

Loadings of revenue freight for the week ended March 26 totaled 600,926 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, March 26

District	1960	1959	1958
Eastern	92,593	95,761	85,040
Allegheny	109,462	117,427	92,985
Pocahontas	53,156	50,600	43,030
Southern	119,286	113,466	103,937
Northwestern	62,319	63,999	58,964
Central Western	112,794	112,807	101,780
Southwestern	51,316	50,332	46,537
Total Western Districts	226,429	227,138	207,281
Total All Roads	600,926	604,392	532,273
Commodities:			
Grain and grain products	53,069	46,834	51,474
Livestock	4,176	4,651	5,287
Coal	112,469	102,430	97,980
Coke	11,212	10,951	5,648
Forest Products	43,119	40,396	32,175
Ore	20,902	20,473	16,145
Merchandise l.c.l.	38,780	43,825	48,149
Miscellaneous	317,199	334,832	275,415
March 26	600,926	604,392	532,273
March 19	581,477	603,885	532,997
March 12	560,230	596,180	539,127
March 5	557,607	595,475	544,374
Feb. 27	553,153	575,334	551,192
Cumulative total, 12 weeks	6,979,565	6,967,161	6,504,777

PIGGYBACK CARLOADINGS.— U. S. piggyback loadings for the week ended March 26 totaled 11,017 cars, compared with 7,902 for the corresponding 1959 week. Loadings for 1960 up to March 26 totaled 123,190 cars, compared with 84,942 for the corresponding period of 1959.

IN CANADA. — Carloadings for the seven-day period ended March 21 totaled 67,410 cars, compared with 67,207 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
March 21, 1960	67,410	30,835
March 21, 1959	66,690	28,492
Cumulative Totals		
March 21, 1960	744,221	341,804
March 21, 1959	744,024	315,380

New Equipment

FREIGHT-TRAIN CARS

► *Frisco.*—Ordered 400 50-ton box cars from Pullman-Standard at an approximate cost of $5,000,000. Cars will be equipped with roller bearings, nailable steel flooring, heavy duty draft gears, ride control parts and 15-ft plug-type doors. Delivery is expected to begin about April 18 at a rate of 20 cars a day.

► *Milwaukee.*—Ordered 50 70-ton, 50-ft DF box cars from General American for delivery in July.

► *Norfolk & Western.*—Ordered 500 50½-ft box cars from Pullman-Standard. Delivery is slated to begin in July. Fifty of the cars will be equipped with special loading devices.

SPECIAL

► *Repair Ratio 1.6% Lower Than Last Year.*—Class I roads on Feb. 1 owned 1,675,712 freight cars, 48,383 less than a year ago, according to AAR report summarized below. Repair ratio was 1.6% lower than February 1959.

	Feb. 1, 1960	Feb. 1, 1959	Change
Car Ownership	1,675,712	1,724,095	—48,383
Waiting repairs	122,885	153,431	—30,546
Repair ratio	7.3%	8.9%	— 1.6%

LOCOMOTIVES

► *Northern Pacific.*—Ordered nine 1,800-hp GP-18 units from Electro-Motive Division; and six 1,800-hp RS-18 units from Alco Products, Inc. All deliveries are scheduled for June. Total cost of the orders: approximately $2,800,000.

► *Texas & Pacific.*—Ordered five GP-18 1,800-hp road switchers from Electro-Motive Division. Delivery is expected in May.

New Facilities

► *Detroit, Toledo & Ironton.*—Major projects include construction of two additional classification yard tracks, each 2,200 ft long, at Lima, Ohio, at a cost of $77,450; replacing existing timber trestle bridges 203.66 and 288.91 with culverts at South Charleston and Givens, Ohio, at a combined cost of $143,132; and constructing, extending and revising 14 yard tracks at South Yards in Ecorse, Mich., at a cost of $183,199.

► *Illinois Central.*—Authorized two CTC installations costing about $872,000. Work has begun on installing CTC on one main track between Hammond and Orleans Junction, La., 34 miles. A second main track is to be removed except for eight miles that will be utilized as sidings. Later this year the IC will begin installing CTC on 127 miles of single track between Fulton, Ky., and Bluford, Ill. Several existing sidings will be retired; others will be extended to 225-car capacity.

a RAILWAY AGE time-saver page

WRTLA Views 'Rail-ER' Demonstration

More than 40 members of the Western Railroads Truck Line Association looked on recently as a new piggyback terminal tractor — the Commando "Rail-ER" — was put through its paces at Houston, Tex. Complete work cycles—car loading, trailer spotting, in-terminal movement — were demonstrated. Rail-Trailer Co., which cooperated with Ottawa Steel Division of Young Spring & Wire in engineering and development work, will handle distribution of the unit in the railroad field. E. F. Ryan, R-T president, hailed the "Rail-ER" as "an entirely new vehicle that offers major efficiencies for [the] piggyback operator."

N. J. Plan: Contract Service

New Jersey's Division of Railroad Transportation last week recommended temporary aid to keep rail commuter service running. Keystone of the plan: contract payments of $6 million a year to roads providing service the state considers essential. Also providing some service changes and involving the Port of New York Authority (by requiring the bi-state agency to lease 90 new cars to the H&M Tubes), the plan drew early favorable comment from several Jersey legislators. Two stumbling blocks were apparent, though: source of funds for contract payments was not specified; and, since the Port Authority is involved, approval of New York legislators as well as New Jersey's will be necessary.

New Jersey Highway Commissioner Dwight R. G. Palmer, whose department includes the Railroad Transportation Division, called the plan to purchase essential service a "temporary step" to maintain operations while a long-range solution is worked out. The temporary plan should last from three to five years, he said.

Mr. Palmer indicated that annual payments of $6,000,000 in varying amounts to nine railroads with suburban service in the state, should be enough to assure continued service on a year-to-year basis. The question is important because the sum represents less than 25% of annual losses reported by the nine roads for Jersey suburban operations.

The Jersey railroads, which have made no secret of the necessity for them either to end suburban losses or drop the service, seemed disposed to accept the report as evidence that the state was working in good faith toward a solution to the suburban problem. After last fall's referendum defeating a proposal to use surplus turnpike funds for commuter aid (RA, Nov. 9, 1959, p. 7), though, the railroads were inclined to wait for signs of leadership from political leaders or citizens before assuming that the report's recommendations would become law.

With no indication from either Governor Robert Meyner or Commissioner Palmer where the money would come from, state legislators seemed pleased with the general plan but uncertain how financing could be worked out.

Specifically, the Palmer report calls for contracts between the state and commuter railroads that will pay each road according to the number of suburban passenger miles it operates. PRR, with the highest number of suburban passenger miles, would get $1,698,600 of the $6,000,000 proposed for the first year. Other roads would get: DL&W, $1,656,000; Jersey Central, $1,392,000; Erie, $645,000; Pennsylvania-Reading Seashore Lines, $437,400; NJ&NY, $78,000; Susquehanna, $58,500; Lehigh Valley, $30,000; and Reading $9,600.

IC Seeks to Acquire Peabody Short Line

Illinois Central has filed application for authority to acquire the Peabody Short Line and related properties.

The transaction would include acquisition of the 21-mile railroad, a barge loading dock at East St. Louis, Ill., three locomotives and 318 freight cars. The purchase price: $5,200,000.

PSL is the former St. Louis & Belleville Electric, a 10-mile road linking East St. Louis and Belleville, Ill., which Peabody Coal Co. acquired in 1956. Peabody subsequently constructed an 11-mile spur from Belleville to River King mine and a rail-barge transfer dock on the Mississippi River.

Purchase of the short line by IC would be a good deal for the railroad, the coal company and the customers of both, according to Ernest J. Carr, IC vice president-traffic. Movement of coal to utilities and other industries is increasing, he noted, and "we want to be in a position to promote the use of coal mined on the Illinois Central and to help our producers to expand their markets."

Merl C. Kelce, president of Peabody, said his company built the new line and the dock in order to provide both rail and water outlets for River King coal. But now Peabody has acquired extensive additional coal reserves in the Belleville district and adjoining areas and "to serve them with both rail and water transportation, Peabody would have to build considerable additional rail facilities."

Sale of the PSL properties, Mr. Kelce said, will provide all present and future operating mines with efficient and economical rail and water service, since IC now reaches all areas involved.

Dividends Declared

ATCHISON, TOPEKA & SANTA FE.—30¢, quarterly, payable June 1 to holders of record April 29.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.—5% preferred, $1.25, quarterly, payable April 30 to holders of record April 20.

ERIE & PITTSBURGH.—guaranteed, 87½¢, quarterly, payable June 10 to holders of record May 31.

Shipper Says: Integrate or Else

► **The Story at a Glance: Voluntary coordination of transportation media is "plain wishful thinking," says Socony Mobil Oil's general traffic manager, A. G. Anderson. Yet the need for coordinated transportation is so great that it is bound to come, one way or another, Mr. Anderson told New York's Transportation Research Forum. Noting that only railroads and freight forwarders are barred by law from acquiring other forms of transportation, Mr. Anderson commented that he could "visualize several large motor carriers who could acquire a railroad," which would result in "a very efficient, integrated operation and be in the public interest." He said passage of "integration" bills now before Congress would permit railroads to "project the railhead to the door of the shipper and consignee" through piggyback.**

"The needs of commerce can no longer be satisfied by a transportation system which requires both shipper and receiver to install expensive facilities to handle rail cars or to go to a railroad yard to load and unload freight." With this as his theme, General Traffic Manager A. G. Anderson of Socony Mobil Oil Co. gave the Transportation Research Forum last week a "shipper's view of integrated transportation."

The marketer today has a great number of choices in deciding how to get his product into his customer's hands most economically, Mr. Anderson said. "We in Socony Mobil Oil Co., for instance, can choose the method of getting our crude oil to a refinery; we can choose the refinery location; we can choose bulk storage and packaging plant locations; we can choose the means of transporting from refinery to bulk plants; and we can also choose the method of distribution from bulk plant to customer," Mr. Anderson pointed out. In fact, he said, the choice is so wide that Socony Mobil uses computers to determine how to schedule its movements more economically. "We may not agree with the computers' suggestions," he added, "but this is mid-century America and neither we nor you can afford to walk old paths."

"In short," he said, "distribution patterns are no longer fixed. What may be a heavy movement of traffic this year may well disappear next year," if shippers needs are subordinated to carriers' self-interest.

Transportation limited to rail, highway or water exclusively is "an artificial limitation on the most efficient means of distributing goods," Mr. Anderson remarked. "What preserves the isolation of different transportation agencies," he said, "is the traditional fear that the operation of more than one transportation medium by a single enterprise will restrain competition."

To Mr. Anderson, there is no threat to the future of motor carriers as independent enterprises in letting down the barriers to the formation of integrated transportation companies. As he sees it, a great volume of the present motor carrier traffic would continue to move by highway. If, as he thinks desirable, regulation should make railroad piggyback service available to independent motor carriers at non-discriminatory rates, "the only tonnage independent motor carriers would lose to integrated transportation companies would be the traffic they could not handle as economically" on highways alone.

As Mr. Anderson put it, loss of traffic to a more efficient mode by non-integrated carriers should not be a reason to suppress the more efficient system. "The objective of our system of free competitive enterprise," he said, "should be to preserve the benefits of competition—not competitors."

"I think we all have reason for faith in the future of our transportation system under the enlightened management of private ownership," he concluded. "I say this provided it is regulated by statutes and administrative policies directed toward furnishing the shipping public the most economical and efficient transportation service possible—rather than toward protection of competing carriers. Shippers' needs should never be subordinated to carriers' self-interest."

Paperwork Problems Explored

Speakers and panelists at the Railway Systems & Procedures Association's spring meeting in Chicago last week tackled the problem of cutting down the mountain of paperwork in shipper-carrier transactions.

Keynoting the seminar, E. G. Plowman, vice president, traffic, United States Steel Corp., chastised the railroads for a lack of progressiveness. The failure of common carrier leadership in automation was explained by Mr. Plowman as "stagnation."

He characterized progress toward tariff improvement as "evolutionary." He called for an automation approach that will "explore and develop an entirely new method of tariff publication."

Mr. Plowman foresees a government agency prepared to receive electronically transmitted tariff information simultaneously with hundreds of industrial traffic and carrier offices. Rate facts and disposition decisions could be placed simultaneously into the government's electronic data processing devices and similar devices of carrier rate bureaus and other interested offices. Such information would then be available for a rate quotation wherever and whenever needed.

The automation break through to tariff publication and usage could be followed, according to Mr. Plowman, by attacking the problem of duplication of effort in the preparation of bills of lading. He suggests a bill of lading that would originate as a punched tape or card, permitting subsequent electronic data processing by both shipper and carrier. Transit information would be electrically forwarded to carrier and shipper.

Another RSPA speaker was R. L. Schmalle, director, office methods research, Consolidated Freightways, who outlined his company's approach to simplification of billing procedures.

The application of electronic data processing to the transportation field was discussed in some detail by Gill Randolph, executive officer, Military Traffic Management Agency, U. S. Army, and R. W. McKnight, editor of Railway Signaling & Communications.

Mr. Randolph cited the application of EDP in military traffic in such fields as "canned" troop movements; car fleet management; attack survival; and mobilization traffic control.

Mr. McKnight said commuter impact on railroads will be greatest in these four areas:

- Distribution and utilization of cars and equipment.
- Financial planning.
- Materials inventory and distribution.
- Marketing.

"More than reduction of paperwork and economics in clerical costs," said Mr. McKnight, "the big return in railroad usage of a computer, and its attendant EDP system, is in sharpening management controls."

"Like the more well-known forms of technical improvements such as dieselization and CTC," he added, "railroads cannot afford not to utilize computers and EDP."

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(Continued from page 10)

locomotive engineers to work for substandard or inequitable wages."

While the arbitration board held center stage last week, both management and labor were active in other areas:

- The railroads filed suit in federal court for a declaratory judgment which would rule certain insurance demands of the non-ops as non-bargainable. The unions are demanding that the carriers pay the cost of increased hospital, medical and surgical benefits for employee dependents and pay benefits for persons not active in railroad service. They're also seeking employee life insurance up to $5,000.
- BLE Chief Brown, though highly critical of some carrier officers' practices and policies, still took a markedly conciliatory tone in remarks prepared for the operating crafts' labor-management institute at the University of Iowa last Thursday. He urged labor support for the industry's efforts to win fair and equal treatment and to be permitted to "exercise their inherent natural advantages." And he reaffirmed a belief that the industry's work rules "can be revised to put the railroads in a better competitive position if the carriers are willing to recognize and assume their responsibilities . . ."

As the Publisher Sees It . . .

Vice President Nixon is planning to revive the campaign special this summer in his bid for the presidency. It appears that Mr. Nixon wants to concentrate on the small cities and towns that can't be covered as well by flying.

Campaign trains have been a major feature of every election for the last hundred years—with the exception of 1956. That year the candidates traveled mostly by air. The "whistle-stop circuit" was dropped in favor of airports and TV.

Now the virtues of the train, including personal contact with small-town voters, seem to be coming back into favor.

By coincidence, still another old standby is returning to the railroads. After three years of trial operation by truck, Ringling Bros. and Barnum & Bailey Circus is going back to the rails.

Who's next?

Robert G. Lewis

ICC Hears Contract Rate Plea

The New York Central's support of its guaranteed rate proposal is bottomed generally on claims that railways have the right to compete on the basis of their cost advantages, and to offer consistent users of their facilities lower prices than shippers who use them on a stand-by basis.

This position was taken last week by NYC's general solicitor, R. D. Brooks, at oral argument before the ICC in Washington. The proposal in issue is the guaranteed or contract rate published in suspended tariffs for movements of rugs and carpets between Amsterdam, N. Y., and Chicago.

Mr. Brooks rejected the theory, advanced by some protesting truckers, that the railroad should try to attract the business by improving its service. "We don't have to fight on the service ground," he asserted. "We can fight on the price ground, and there's nothing in the statute that says we can't."

The proposed rate is $1.55 per 100 lb, carload minimum 30,000 lb, and $1.25 per 100 lb for the excess above 30,000 lb which is loaded in the same car. It is available to shippers who sign one-year agreements to ship 80% of their Amsterdam-Chicago carpet traffic by NYC. If this requirement is not met, the regular rates are assessed. They are $1.85 per 100 lb, minimum 24,000 lb, and $1.48 per 100 lb for the excess above 24,000 lb.

The guaranteed rate was published to get the business of an Amsterdam carpet manufacturer whose annual shipments from there to its Chicago warehouse amount to about 6,000,000 lb. With the present $1.85-$1.48 rate Central got only about 20% of this in 1959—1,234,312 lb, or 47 carloads. The revenue exceeded fully distributed costs by $8,100.

It expects to multiply this net fourfold to $32,330 by offering the guaranteed rate. NYC thinks it could then get 80% of the shipper's business, or 106 carloads a year. It also estimates that each car would carry heavier loads so that the per-car net above fully-distributed costs would become $305, compared with the $182 realized on the 1959 shipments.

To show how Central has been losing the business, Mr. Brooks noted that 1959's 47 cars compared with 132 handled in 1955. Of all carpet traffic moving out of Amsterdam, Central got 913 carloads in 1955—only 159 in 1958. Truckers, including private carriers, have been moving most of the business in recent years, Mr. Brooks said.

If the guaranteed rate didn't work, it could be abandoned and the normal rate structure would not have been hurt, Mr. Brooks also said. He went on to point out that the guaranteed rate does not distinguish between large and small shippers. The only distinction it makes is between the stand-by shipper and the consistent shipper. It offers the latter a price reflecting his consistent use of railroad facilities.

The proposal is like the contract rates (commutation fares, family-plan fares, etc.) which the Commission has approved, and even required, in passenger service, Mr. Brooks argued. He added the "only justification" for such fares was "consistency in use" of passenger facilities. And he asserted the Commission doesn't have power to say the same idea can't be applied to freight service.

End Inequities, Says AAR

The railroad industry has urged the Senate Commerce Committee's transport study group to sponsor removal of "the most serious inequities" in the federal regulatory set-up.

The industry's presentation was submitted by the AAR to the group which is headed by Maj. Gen. John P. Doyle. It identified the "most serious inequities" as the Motor Carrier Act's so-called agricultural exemptions, which leave truck transportation of agricultural, horticultural and fish products free of regulation; and Part III's so-called bulk-commodities exemption, which leaves water transportation of commodties in bulk unregulated.

The presentation included a general statement and a special paper on the bulk commodity exemption. The latter is the first of four such papers, the other three of which will deal with the agricultural exemptions, the commodities clause, which prohibits railroads from transporting commodities (except products of forests and their own supplies) in which they have an interest, and the long-and-short-haul clause and aggregate-of-intermediates provision.

The latter are applicable to water carriers and railroads but not to truckers and freight forwarders. Unless relief is granted by the ICC, they prohibit charging more for a long haul than for a shorter haul on the same route, and charging more as a through rate than the aggregate of intermediate rates on the line involved.

As to the bulk commodity exemption, the AAR proposed its elimination from Part III or its extension to railroad transportation of commodities in bulk. The practical effect of the present provision is to leave most for-hire transportation on the inland waterways free of regulation, it was pointed out. Commodities in bulk comprised more than 75% of the tonnage transported in 1958 by Class A and B water carriers on the Mississippi and tributaries.

In its general statement, the AAR asserted it has become "increasingly apparent to objective observers that the massive regulatory growth which enmeshes the railroads is outmoded in many respects"—that it "actually threatens their ability to survive in a highly competitive environment."

To illustrate how the railroads are regulated more comprehensively than their competitors, the statement cited the inequities noted above, the lack of reparations provisions in the Motor Carrier Act, the labor-protection provisions applicable to railroad mergers but not in unifications involving other carriers, and the different penalties for the same offense, depending on whether the offender is a railroad or another type of carrier.

Meanwhile, the AAR concedes that there are still areas in which the public interest is served by regulation of the transportation industry—"although limitation of even those areas may be indicated by future developments."

The statement added: "There is need for regulation of entry into the field of common and contract carriage, and the extension of operating rights, through compliance with standards of public convenience and necessity.

"Assuming equality of regulation, there is need as between regulated carriers for minimum rate controls to prevent unfair and destructive competitive practices.

"Prohibitions against discriminatory charges still provide protection which is in the public interest.

"There may also be a continuing justification for maximum rate power in the regulatory authority to protect against excessive charges, although the need for such power is becoming less and less evident as the country is served with an ever increasing volume and variety of transportation media."

You Ought To Know...

Katy's president, William N. Deramus, III, won't have to go to jail, after all. Mr. Deramus had been held in contempt of court for allegedly failing to obey an injunction forbidding blocking of a Dallas street by Katy trains. Last week the Texas Supreme Court invalidated the sentence (fine and imprisonment) imposed on the Katy chief.

Auto piggyback came east March 31 with the delivery of ten Studebaker Larks on two trailers to Delaware & Hudson's Mechanicville, N.Y., unloading ramps. According to R. T. Fick, Studebaker-Packard traffic manager, the 10 Larks are only the beginning of shipment by rail of auto trailers to the 365 Studebaker dealers in New England and eastern New York. Wabash and DL&W participated with D&H in the shipment.

Under a contract disclosed last week, New York Central President Alfred E. Perlman has agreed to remain at NYC's helm through November 1967, and to serve the company as a consultant for an equal period thereafter. Mr. Perlman now earns $125,000 a year. His new salary will be $100,000 a year as president, $50,000 a year as consultant.

Railroads could boost passenger sales by paying a 10% commission to travel agents, the American Association of Railroad Passenger Traffic Officers was told in St. Louis last week. Said President Max B. Allen of the American Society of Travel Agents: "You don't pay travel agents a commission because, you say, they would be handling business you would get anyway. To be blunt, I don't think you've got that business anyway, and I say, 'Let's start from scratch.'"

Arrested for pilfering from freight cars last December, several midwestern railroad employees filed unemployment insurance claims the day after their release on bail. They collected—despite the fact that they pleaded guilty and were fined. Thomas M. Healy, management member of the Railroad Retirement Board, cites this example, among others, as proof that the Unemployment Insurance Act needs tightening.

Soo Line has extended postponement of the effective date of its guaranteed rate on pipe, Saulte Ste. Marie to Chicago, to April 23. The rate is now scheduled to become effective April 24 and be in effect until April 10, 1961. The ICC asked for the additional time to give complete study to the new rate principle.

A nationwide survey of transportation education in 2,000 colleges and universities has been started by Northwestern University's Transportation Center. Purpose of the study is "to bring together in one publication a brief description of the transportation education programs" currently offered, according to Franklin M. Kreml, director of the Center. Results of the survey will be made available to industry executives, students and educators.

Fear of renewed shortages of specific types of freight cars in various parts of the country has been expressed by the NIT League's Transportation Instrumentalities and Car Service Committee. Continued high bad order ratio and record retirements of old cars are the possible causes; constructive rail-shipper cooperation to speed car-handling and turnaround could be the cure.

Annual savings of $150,000 are estimated by Wisconsin Central if the ICC approves an application to transfer WC (Soo Line) passenger trains from B&O's Grand Central Station to IC's lakefront Central Station in Chicago. WC freight operations would also be affected. Under the application, the road would acquire trackage rights over the IHB.

The Nebraska Supreme Court has ruled in favor of three railroads in a decision requiring the state's Board of Equalization to bring rail property assessments in line with other Nebraska property. C&NW, UP and CB&Q had objected to a 47.5% assessment levied by the Board of Equalization—legislative mandate sets property assessment at no more than 35% of actual value. The 47.5% assessment was declared invalid, chopping some $35 million from the Nebraska valuation assessment for the three roads.

Bus lines may now serve all intermediate points which are no more than one air-line mile off their authorized routes. The ICC has so ruled—with exceptions, however, which make the authorization inapplicable to operations within the commercial zone of Washington, D. C., and within New York City and its suburbs in New York, New Jersey and Connecticut.

First intra-state train-off case decided by ICC under the 1958 Transportation Act's service-abandonment provisions was lost by the New York Central. The Commission refused to override the New York Public Service Commission and thus authorize discontinuance of remaining service on Central's St. Lawrence Division. The trains involved operate between Syracuse and Massena and Utica and Ogdensburg.

A Special Equipment Committee to study new developments in rail equipment was constituted at the March meeting of the Great Lakes Region Rail Shippers Advisory Board. Also formed was a committee on Piggy-Back and Allied Services (to include LCL). The former Passenger and LCL committees were abolished.

"Over my dead body" is how Canadian Trucking Associations, Inc., views possible acquisition by Canadian National of Midland Superior Express, Ltd. The latter is a trucking firm, headquartered in Calgary, Alta., with operations extending from Montreal and Toronto to Vancouver.

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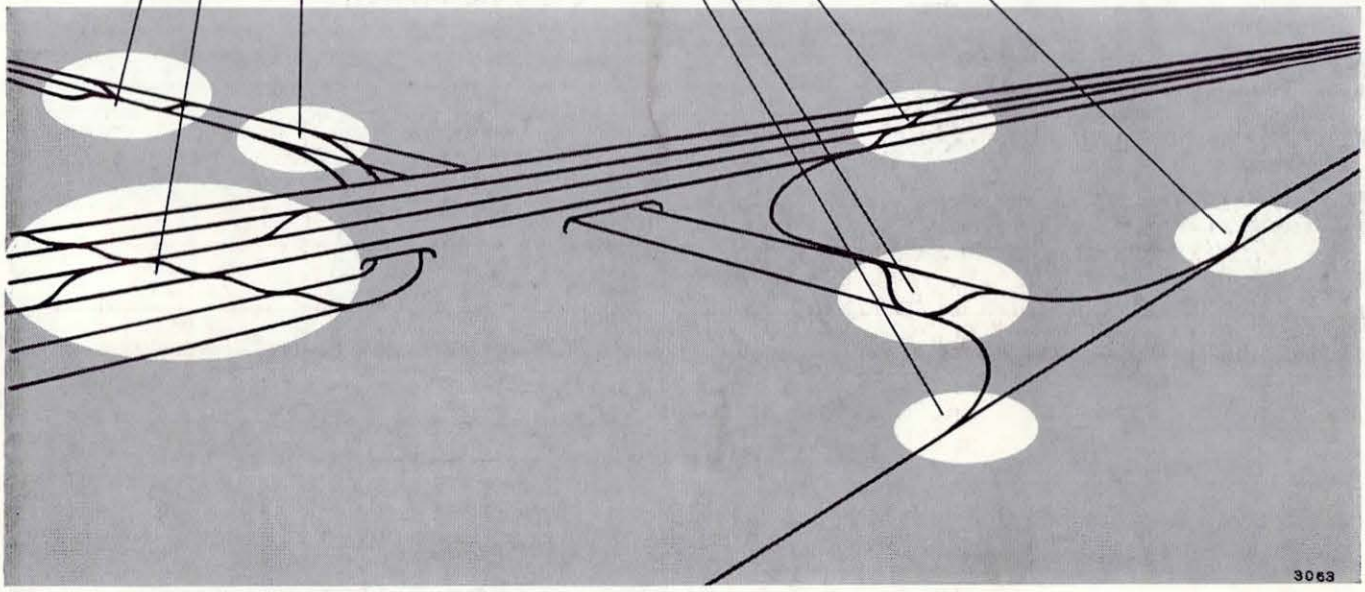

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Progress—It's Up to Individuals

Railroads have six political objectives on which there is general agreement in the industry (RA, Mar. 21, p. 31). Of these six goals, none is now being so energetically and effectively advanced as that of so-called "diversification"—that is, the right of railroads to provide transportation by means other than rail.

The reason, of course, is that two railroads—the Illinois Central and the Southern Pacific—are actively seeking authority, under the law, as it now stands, to acquire control of a barge line operating on the inland waterways. Along with other railroads they are also seeking amendment to the law, specifically granting railroads this right.

And consider the working rules situation—opposition to the senseless limitations of these antiquated rules has been simmering in the railroad industry for years. Several years ago California railroads, under vigorous local leadership, successfully attacked a particularly restrictive excess-crew law in a referendum campaign. Then the Quebec North Shore & Labrador arranged to dispense with firemen, and President Norris Crump of the Canadian Pacific successfully carried out a campaign on the "firemen off" issue—taking his case to the highest and most competent tribunal available, a Royal Commission, to adjudicate this complex economic issue.

•

The point is that progress by the railroad industry in overcoming political and institutional obstacles to normal growth and prosperity does not have to wait for unanimous and simultaneous action by all railroad managements. Most progress, on the contrary, comes from courageous and vigorous action by managements of individual companies.

Even where improvement is secured as the result of joint action by railroads, working through their associations, the necessary unity usually comes through vigorous and effective advocacy by a few individual leaders. If group action had to wait until spontaneous initiative arose on the part of all members of the group, then there would seldom be any group action.

There is a great deal of vigorous individual initiative in the railroad industry today. Besides the instances already cited, where else did the 44-mile line-change project on the Santa Fe in Arizona originate? Or the Southern Pacific's Great Salt Lake Project?

No one activity by railroads can do more to give the industry internal strength than consolidation into fewer companies. Here, again, the initiative lies with individual managers. Perhaps never in history have so many farsighted railroad managers shown the degree of determination to achieve this goal that is now in evidence.

•

Again, nowhere has the effectiveness of individual railroad action been more marked than in achievement of technological progress. One railroad which has been singularly aggressive in this area has been, with equal singularity, reticent about publicizing its achievements—but these are nevertheless no secret in the industry. The president of a big eastern road has been known as a restless technological researcher since the days of the war when, as a young chief engineer of a western line, he headed the AAR's technological research committee; and chief executives of other railroads in other territories today, with similar ingenuity, are pushing forward toward improved technology.

At least one railroad that we know of is far advanced in studies which promise to give it a "service ratio"—so management will know from day to day just what quality of service the road's freight customers are getting. Such a ratio, if generally adopted and followed (as, for instance, the operating ratio is watched today), might well revolutionize the quality of railroad service.

•

In the field of passenger transportation, a few railroads under vigorous management are endeavoring to get their companies out of hopelessly deteriorating traffic situations. Other managements, no less vigorous and determined, are endeavoring to strengthen their traffic position where they are convinced that profitable potential still exists.

Opportunities for the exercise of managerial talent and courage in the railroad industry have never, in the memory of anyone now living, been greater than they are today.

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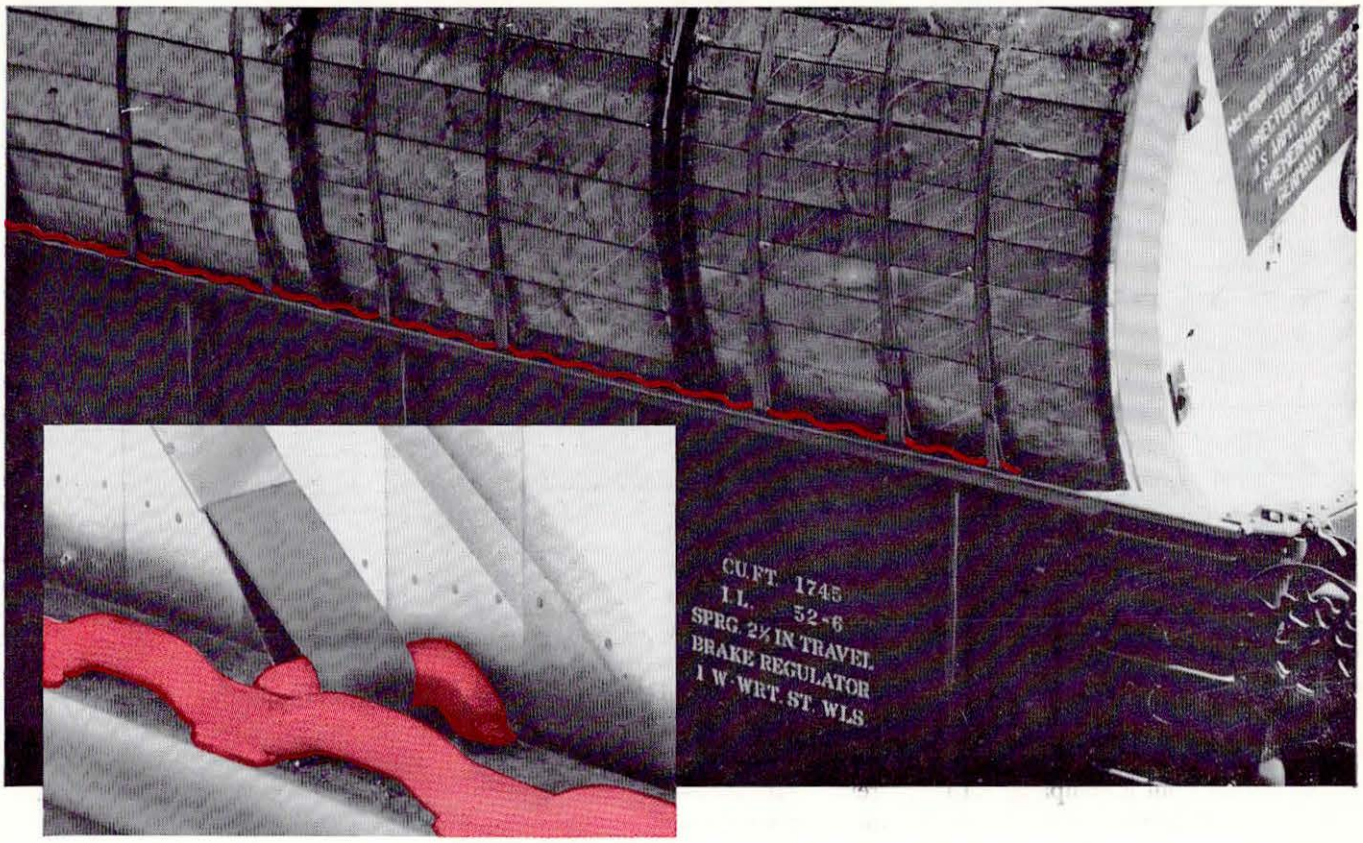

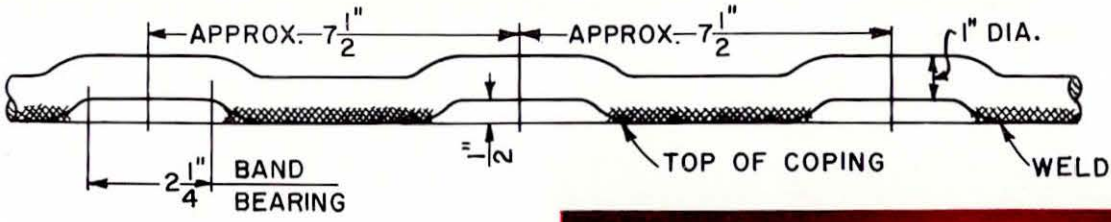

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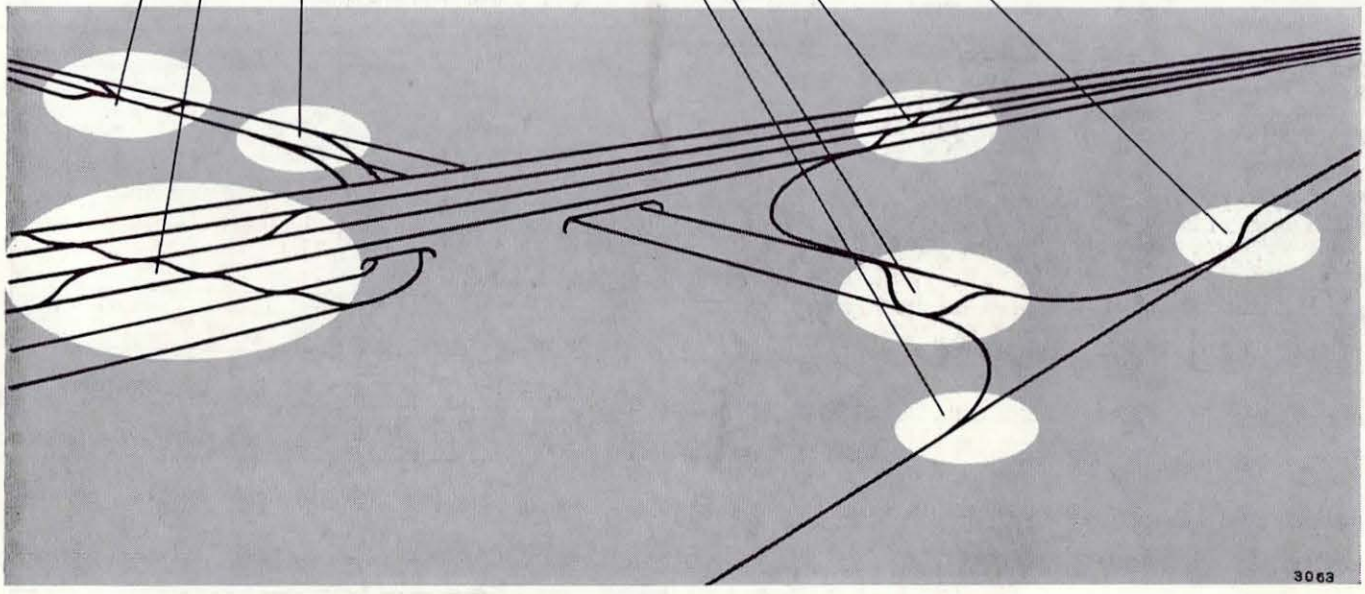

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